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Research and Analysis Branch

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SURVEY OF ITALY

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ITALY

SECTION III OF

PROJECTED M.I.S. STRATEGIC SURVEY

August 7, 1942

Research and Analysis Branch

Office of Strategic Services

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Section III

POPULATION AND SOCIAL CONDITIONS

15. General.

a. History. The history of the Italian peninsula must be distinguished from the history of the recently formed Kingdom of Italy.

The history of the peninsula, reaching far back into the pre-Christian era, has been of great importance in the development of Western civilization. Peninsular Italy was the home of the ancient Roman Empire. It was and still is the home of the Roman Catholic Church and the Papacy. It was the center of a rich medieval culture (about 1100-1450 A.D.) and of the Renaissance (about 1450-1550). During the medieval and early modern period, Italy had several flourishing city states, such as Florence, Venice, Genoa, and Milan.

The decline of Italian commercial and intellectual life was accompanied by foreign political domination of the peninsula. Broadly speaking, Italy was dominated by Spain from 1559 to 1713; by Austria from 1713 to 1796; by France, particularly under Napoleon, from 1796 to 1815; and again by Austria from 1815 to 1859. During the greater part of the period 1815-1859, Italy was divided into nine states, including the Kingdom of Sardinia (or Piedmont), Tuscany, the Papal States, and the Kingdom of Naples.

Meanwhile, during the eighteenth and nineteenth centuries, the politically divided Italians developed a strong cultural and patriotic movement known as the Risorgimento (Revival or Resurgence). Outstanding leaders of the Risorgimento were Mazzini, Cavour, Garibaldi, and King Victor Emmanuel II of Sardinia (Piedmont).

The Kingdom of Piedmont, ruled by the House of Savoy, led the movement for the expulsion of the Austrians and for the political independence and unity of Italy. Within two years, 1859-1861, the united Kingdom of Italy was constituted as a result of: the war of Piedmont, aided by France, against Austria; plebiscites of semi-independent states in favor of unity;

the conquest of Sicily and southern Italy by Garibaldi.

The united Kingdom of Italy, under the House of Savoy, was proclaimed in 1861. This is probably the first truly Italian state in the history of the Italian peninsula. It consisted of the larger part of the peninsula, except Venetia and Rome. Venetia, including Venice, was acquired in 1866 as a result of the Italian-Prussian war against Austria. Rome was taken from the Pope in 1870 when the French withdrew their troops from Rome because they needed them in the Franco-Prussian War.

Italian political history since 1870 may be divided as follows: (1) 1870-1922, period of liberal and democratic development; (2) since 1922, period of Fascist rule. The Fascists had taken advantage of the turbulent conditions in Italy after the First World War. Fascist policy has been nationalist, militarist, imperialist, anti-democratic, anti-parliamentarian, and anti-communistic. On Fascism, see Section IV.

Since 1870, Italy has acquired considerable territory. She acquired Eritrea and parts of Somaliland between 1882 and 1890. She acquired Libya and the Dodecanese Islands after her war against Turkey in 1911-1912. During the First World War, from 1915 to 1918, Italy was an ally of England, France, and the United States against the Central Powers; as a result, she acquired the Trentino, southern Tyrol, Trieste and other territory in north-eastern Italy. Italy acquired Ethiopia in 1936 after her war against Ethiopia. Italy "conquered" Albania in 1939. During the present war, Italy has lost military control over Italian East Africa (Ethiopia, Italian Somaliland, Eritrea), and has gained military control over Greece.

b. Area and people. Italy, which consists of the entire Italian peninsula, and the islands of Sicily, Sardinia, and about 70 smaller ones, has an area of 119,759.3397 square miles. This area, broken down, is as follows:

	square miles
Northern Italy (peninsula)	49,727.3634
Central Italy (peninsula)	22,523.9157

Southern Italy (peninsula)	28,284.5277
Insular Italy	19,223.5329

Italy is divided into 18 compartimenti and 94 provinces (see par. 27, c ,(4) Local government). The following list shows the compartimenti and their respective provinces:

Abruzzi e Molise

Campobasso
Chieti
L'Aquila
Pescara
Teramo

Calabrie

Catanzaro
Cosenza
Reggio di Calabria

Campania

Avellino
Benevento
Naples
Salerno

Emilia

Bologna
Ferrara
Forlì
Modena
Parma
Piacenza
Ravenna
Reggio nell' Emilia

Lazio

Frosinone
Littoria
Rieti
Rome
Viterbo

Liguria

Genoa
Imperia
La Spezia
Savona

Lombardy

Bergamo
Brescia
Como
Cremona
Mantua
Milan
Pavia
Sondrio
Varese

Lucania

Matera
Potenza

Marche

Ancona
Ascoli Piceno
Macerata
Pesaro e Urbino

Piedmont

Alessandria
Aosta
Asti
Cuneo
Novara
Turin
Vercelli

Puglie

Bari
Brindisi
Foggia
Ionio
Lecce

Sardinia

Cagliari
Nuoro
Sassari

Sicily

Agrigento
Caltanissetta
Catania
Enna
Messina
Palermo
Ragusa
Syracuse
Trapani

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Due to its large size, the following document has been filmed in segments. The order of the segments is as follows: left to right, top to bottom.

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ITALY
POPULATION DENSITY
1931

0 50 100 150
Kilometers
0 25 50 75 100
Miles

SWITZERLAND
AUSTRIA
FRANCE
Milan
Turin
Trieste
Venice
Bologna
Genoa
Rimini
Florence
Ancona
Livorno
ADRIATIC SEA
YUGOSLAVIA
LIGURIAN SEA
ELBA
LAGOSTA
CORSICA
(French)
ROME
Bari
Naples
TYRRHENIAN SEA
SARDINIA
Cagliari
Palermo
Catania
SICILY
PANTELLERIA

6 8 10 12 14
46 44 42 40 38
12 14 16 18

LEGEND

Inhabitants per square mile

- Less than 130
- 130-390
- 390-2590
- Regions of more than 2590

MAP NO. 642, JULY 1, 1942

DRAWN IN GEOGRAPHY DIVISION, O.S.S.

Tuscany

Apuania
Arezzo
Florence (Firenze)
Grosseto
Leghorn (Livorno)
Lucca
Pisa
Pistoia
Siena

Umbria

Perugia
Terni

Veneto

Belluno
Friuli
Padua
Rovigo
Treviso
Venice
Verona
Vicenza

Venezia Giulia e Zara

Carnaro
Gorizia
Istria
Trieste
Zara

Venezia Tridentina

Bolzano
Trento

The Italian people are ethnically homogeneous. Their long evolution represents an amalgamation of the earliest known inhabitants with the people who have invaded Italy or migrated there. The earliest inhabitants, the immigrants, and the invaders include Celts, Hellenes, Latins, Germans, Arabs, and Normans.

16. Population.

a. Statistics. The last Italian census is dated April 21, 1936. For population statistics, three groupings are used: (1) resident or "legal" population; (2) actual, present, or de facto population; (3) special population, i.e., de facto population plus those absent in Italian East Africa, the colonies, and the possessions.

b. Total population.

(1) According to the 1936 census, the actual population of Italy was 42,444,588. According to an estimate of March, 1942, the population is 45,416,000.

(2) Males and females. According to the 1936 census, Italy had a special population (in 000's) of 21,068 males and 21,851 females. According to an estimate for January 1, 1940, Italy had (in 000's) 21,700 males and 22,500 females.

(3) Males of military age. An estimate for January 1, 1940 gives the following figures:

(a) Ages 20-34: those constituting the main reservoir of military forces:

20-24	1,680,000
25-29	1,920,000
30-34	1,720,000
Total	5,320,000

(b) Ages 15-19: categories now entering the armed forces:

	2,030,000

(c) Ages 15-64: productive ages:

15-19	2,030,000
20-34	5,320,000
35-39	1,450,000
40-44	1,240,000
45-49	1,060,000
50-54	972,000
55-59	871,000
60-64	749,000
Total	13,692,000

(4) Occupational distribution. The following table shows the structure of the gainfully occupied population in 1936:

Structure of the Gainfully Occupied Population

Distribution by Industrial Status and by Industrial Group
(1936)

Industrial Group	Employers and independent workers			Salaried employees (including managers)			Wage earners		
	Males	Females	Total	Males	Females	Total	Males	Females	Total
Agriculture, forestry, fishing	2,589,554	285,015	2,874,569	21,200	737	21,937	1,869,415	563,730	2,433,145
Mining and quarrying	4,610	34	4,644	3,473	300	3,773	117,026	1,757	118,783
Industry	792,496	199,169	991,665	201,947	63,912	265,859	2,737,222	1,055,404	3,792,626
Commerce, banking, insurance	572,291	184,227	756,518	278,714	78,581	357,295	190,432	40,884	231,316
Transport and communication	152,792	2,191	154,983	100,215	24,736	124,951	396,807	7,016	403,823
Professional service, religion	90,895	20,863	111,758	76,455	62,135	138,590	16,481	2,452	18,933
Public and private administration	315	776	1,091	331,011	234,900	565,911	274,274	48,581	322,855
Domestic service	*	*	*	317	1,378	1,695	75,584	583,446	659,030
Total	4,202,953	692,275	4,895,228	1,013,332	466,679	1,480,011	5,677,241	2,303,270	7,980,511

* Figures do not exist.

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Structure of the Gainfully Occupied Population (concl.)

Industrial Group	Unpaid family workers			Total		
	Males	Females	Total	Males	Females	Total
Agriculture, forestry, fishing	1,931,543	1,581,591	3,513,134	6,411,712	2,431,073	8,842,785
Mining and quarrying	1,216	30	1,246	126,325	2,121	128,446
Industry	139,789	56,767	196,556	3,871,454	1,375,252	5,246,706
Commerce, banking, insurance	115,090	145,144	260,234	1,156,527	448,836	1,605,363
Transport and communication	17,235	1,209	18,444	667,049	35,152	702,201
Professional service, religion	*	*	*	183,831	85,450	269,281
Public and private administration	31	37	68	605,631	284,294	889,925
Domestic service	*	*	*	75,901	584,824	660,725
Total	2,204,904	1,784,778	3,989,682	13,098,430	5,247,002	18,345,432

* Figures do not exist.

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c. Population of important cities and communities.

(1) Cities of 100,000 or over -- actual population as of December 31, 1939 -- official provisional figures:

Apuania	105,502
Created in 1938, from the union of Massa, Carrara, and Montignoso.	
Bari	215,720
Bologna	321,567
Brescia	136,704
Cagliari	121,581
Calabria, Reggio di. See Reggio di Calabria.	
Catania	254,697
Ferrara	123,719
Firenze. See Florence.	
Florence (Firenze)	355,614
Genoa (Genova)	661,961
La Spezia	120,599
Leghorn (Livorno)	136,430
Livorno. See Leghorn.	
Messina	204,858
Milan (Milano)	1,224,757
Naples (Napoli)	928,953
Padua (Padova)	152,799
Palermo	436,618
Reggio di Calabria	123,570
Rome (Roma)	1,327,118
Spezia, La. See La Spezia.	
Taranto	154,741
Trieste	261,809

Turin (Torino)	701,558
Venice (Venezia)	287,212
Verona	167,531

(2) Certain communities of less than 100,000. Many of these, though small in population, have an economic or strategic importance. Actual population according to the 1936 census:

Agrigento	34,317
Alessandria	83,458
Ancona	89,710
Angera	3,870
Aosta	25,589
Aquila degli Abruzzi	53,517
Ardenno	2,504
Arezzo	60,665
Arquata Scrivia	4,034
Ascoli Piceno	38,833
Asiago	5,938
Auletta	2,819
Aulla	9,474
Avigliana	5,025
Benevento	38,013
Bereguardo	2,128
Bergamo	88,722
Beseno	2,239
Biella	28,883
Bientina	3,643
Bollate	9,430
Bolzano	52,787
Borgofranco d'Ivrea	2,726
Borgomanero	13,079
Brennero	3,277

Bressanone	11,162
Brindisi	46,619
Bussi sul Tirino	3,883
Caltanissetta	49,943
Campobasso	29,413
Carate Brianza	8,685
Carmignano	12,198
Castellammare di Stabia	45,627
Castellina in Chianti	5,037
Castelnuovo di Porto	1,504
Catanzaro	46,044
Cedegolo	3,793
Cengio	2,923
Cesano Maderno	11,736
Chioggia	39,435
Civitavecchia	36,054
Codigoro	16,604
Cogne	1,784
Colleferro	4,162
Comacchio	13,152
Como	56,465
Conegliano	16,537
Cortina d'Ampezzo	5,343
Cosenza	41,143
Cremona ed Uniti	64,791
Crotone	21,625
Cuneo	38,758
Curon Venosta	2,559
Dobbiaco	2,313
Dolcè	2,486
Dollegna del Còllio	2,356

Domodossola	10,824
Emilia, Reggio nell'. See Reggio nell' Emilia.	
Enna	23,394
Finale Ligure	10,899
Fiorenzuola d'Arda	9,949
Fiume	56,249
Fivizzano	16,695
Foggia	63,847
Foligno	39,373
Follonica	5,669
Forlì	65,434
Fornovo di Taro	6,019
Fossato di Vico	2,700
Frascati	12,106
Galatone	11,264
Gardone Val Trompia	6,404
Gerola Alta	756
Giove	1,660
Gorizia	51,475
Ivrea	16,116
Lago Santo	4,619
Lampedusa e Linosa	4,165
Lecce	51,144
Lonate Pozzolo	5,253
Lovero Valtellino	834
Lucca	81,738
Macerata	27,474
Mantua (Mantova)	42,658
Mascoli	7,962
Merano	32,882

Misterbianco	11,251
Modena	99,601
Monfalcone	19,656
Monopoli	28,102
Montecatini	5,139
Monterotondo	7,302
Mòri	5,498
Muggia	11,644
Narni	17,557
Nicolosi	3,265
Novara	66,077
Orbetello	11,741
Orvieto	23,189
Oschiri	3,927
Ospedaletti	3,308
Parma	75,768
Passignano nel Trasimeno	4,811
Pavia	52,851
Perugia	82,963
Pescara	50,980
Piacenza	70,648
Piana dei Greci	6,624
Piedimulera	1,996
Pietrasanta	20,612
Pieve Vergonte	1,974
Piombino	27,504
Pisa	75,875
Pola	54,515
Ponte San Martino	2,778
Pontedera	17,544

Poppi	8,744
Near Poppi is an Italian prison camp-- Campo di Prigionieri di Guerra 38.	
Portoferraio	12,564
Porto Tolle	16,317
Potenza	25,494
Prato allo Stelvio	3,764
Ravenna	80,664
Reggio nell' Emilia	93,958
Rho	19,267
Rimini	63,871
Ronchi dei Legionari	6,515
Rosignano Marittimo	17,209
Rovigo	39,619
San Candido	3,498
San Giusto Canavese	2,129
San Remo	34,543
Saronno	28,725
Sassari	56,204
Savona	63,573
Serra Riccò	5,220
Sesto Calende	6,438
Sesto San Giovanni	35,639
Sestri Levante	15,475
Settimo Torinese	8,285
Siena	49,661
Signa	9,572
Spilimbergo	8,404
Strà	3,778
Syracuse (Siracusa)	54,295
Taino	1,604

Tarvisio	6,826
Tenda	2,730
Teramo	34,359
Terni	68,109
Tirano	7,243
Tivoli	21,140
Trapani	63,235
Trento	58,553
Treviglio	19,486
Turbigo	3,891
Udine	70,756
Vado Ligure	7,897
Varese	45,141
Vecchiano	8,332
Ventimiglia	16,762
Vercelli	41,154
Vergiate	3,989
Viareggio	34,395
Vicenza	70,529
Vigevano	37,622
Villadossola	4,701
Villafranca di Lunigiana	5,273
Villanova d'Albenga	1,163
Vizzola Ticino	472
Zara	22,844

17. Ethnic and social groups.

a. Italians. Italians today are ethnically homogeneous, despite the great variety of peoples who have inhabited the peninsula (see par. 15, b.). Italians have a common language, a common social culture, and an almost universal faith --Roman Catholicism.

Italy has two main racial stocks: the Alpines, inhabiting chiefly northern Italy; and the Mediterraneans, inhabiting chiefly southern Italy, Sicily, and Sardinia. There are many differences within these stocks, which sometimes appear marked, but they do not affect the substantial homogeneity of the Italian people. The feeling of oneness which has developed since Italy's political unification has been stimulated by the Fascists.

b. Non-Italians. There are two non-Italian groups (see par. 30):

(1) About 450,000 Slavs -- Croats and Slovenes -- in northeastern Italy and the Istrian peninsula.

(2) About 250,000 Tyrolese Germans (Austro-Germans), long regular residents of southern Tyrol, annexed to Italy in 1919. Mussolini and Hitler agreed to give these Germans permission to go to Germany. The war interrupted the execution of the agreement. How many went to Germany is unknown.

In addition to these regular German residents, about 300,000 Germans have gone to Italy since 1940. The overwhelming majority are troops; most of them have been in transit for use in Mediterranean war areas; the number stationed in Italy is unknown. There are probably about 25,000 German civilians -- technicians, diplomats, agents.

c. Jews. There were about 50,000 Jews in Italy in the 1930's. In 1938, Fascist Italy adopted anti-semitic measures. Many Jews have left Italy. There are now about 43,000.

d. Foreigners. According to the 1936 census, Italy had 108,597 foreigners, i.e. non-Italian citizens, of whom 73,920 were permanent residents

e. Social distinctions. Social, economic, and class distinctions exist, but they are less rigid than is generally supposed. The usual differences exist between nobleman and commoner, upper clergy and lower clergy, rich and poor, landowner and agricultural laborer, industrialist and factory worker, the educated and the uneducated. The aristocracy has virtually no special privileges. Snobbery is non-existent or slight. There is more

social democracy in northern Italy, with its urban and industrialized life, than in southern Italy, with its agricultural life and large landed estates. The sharpest distinction is still between the large landowner and the peasant or agricultural day-laborer.

Industrial plants in Italy are usually small. Industrialists have more the characteristics of the middle class than of the "big" industrialist class in other countries.

Women have decidedly less freedom than men. This is more true in southern than in northern Italy.

f. Regional differences. Social distinctions are linked with strong local or regional feeling. This feeling is based on "racial", historical, economic, and linguistic differences. Regionalism is less acute than formerly, because of the steady growth of national consciousness. The northern Italian's traditional sense of superiority over the southern Italian has declined in recent years. That sense of superiority was chiefly due to the greater economic prosperity of the North, and partly due to "racial" differences between the Alpine northerners and the Mediterranean southerners.

Much local feeling persists in northern, central, and southern Italy: in northern Italy, among Genoese, Piedmontese, Lombards, and Venetian. in central Italy, among Tuscans, Romagnuoles and Romans; in southern Italy, among Sicilians, Neapolitans, and Sardinians.

18. Language.

Italian is the established language of Italy. It represents the refinement of the Tuscan dialect as developed principally by Dante. Italian is the language of education, culture, the press, and the radio. It is better understood in urban districts than in the remoter rural districts, such as those in southern Italy, Sicily, and Sardinia. As Italian only is taught in schools, even people in the remoter districts have a rudimentary knowledge of it. They can frequently understand it without being able to

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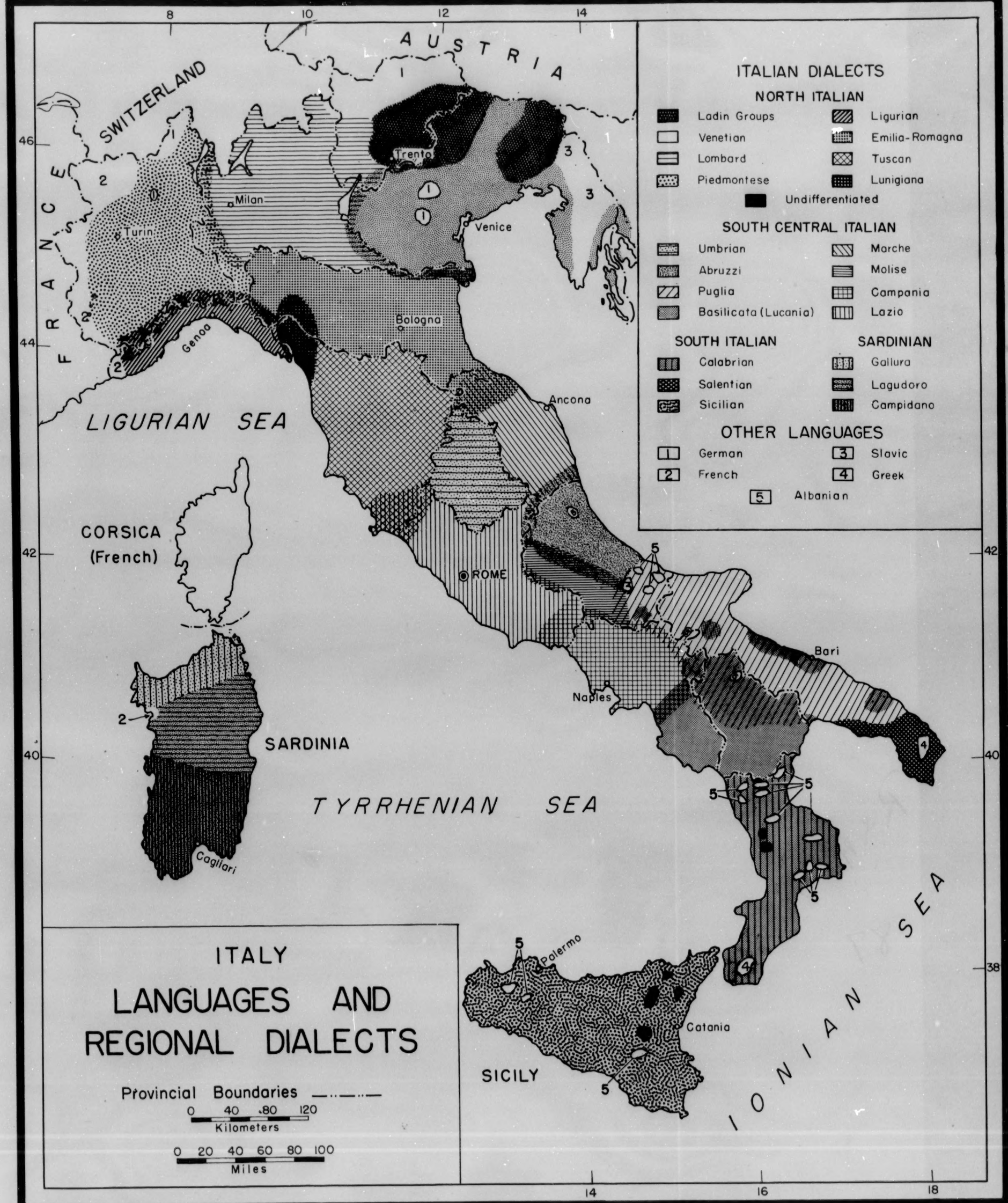

ITALY

LANGUAGES AND REGIONAL DIALECTS

Provincial Boundaries

0 40 80 120
Kilometers

0 20 40 60 80 100
Miles

MAP NO. 658, SEPTEMBER 15, 1942

COMPILED AND DRAWN IN GEOGRAPHY DIVISION, O S S

REPRODUCED BY THE O S S REPRO. DIV.

speak or write it, their habitual speech being a dialect. Italian pronunciation varies widely.

Italy has innumerable dialects, perhaps more than any other country in western Europe. Cultured Italians, when in their native districts, speak their local dialects. Dialects differ so widely that one speaking a Genoese dialect could hardly understand one speaking a Sicilian dialect. Even within a given province, there are wide variations. An Italian's dialect is perhaps the best key to his geographical origin.

German is spoken in South Tyrol, and Serb-Croat and Slovene are spoken in the Slav districts of northeastern Italy and the Istrian peninsula.

English is not widely spoken. Instruction has been fairly widespread only in the past 15 years. Spoken English is understood by many "aristocrats", clergymen, shopkeepers, hotel and restaurant personnel, and tourist guides in the larger cities and in tourist centers, such as Florence, Rome, Milan, Venice, Assisi, Naples, the Riviera. In such places, interpreters can be found without difficulty.

In rural southern Italy and Sicily, there may be a surprising number of former emigrants to the United States who have returned to their homes with a speaking knowledge of English. This is true, even though they have had little or no formal education.

More "common people" understand spoken English in Italy than in any other European country. Nevertheless, an American force should include interpreters, especially those who can manage dialects. Such persons may be found among American soldiers of Italian extraction.

19. Characteristics of the people.

a. Traditions and customs. Given the long history of the Italian peninsula, there are many deep-seated traditions and customs in Italy. Italians take peculiar pride in the achievements of the Roman Empire, the Roman Catholic Church, and the Renaissance (see par. 15). The Renaissance and the Church are regarded as distinctive expressions of Italian cultural

and organizing genius. There are also strong local or regional traditions, based, for example, on the glory of Rome, the commercial greatness of Venice, the political leadership of Piedmont in the Risorgimento. Regions and communities retain age-long social habits and folkways. There is a multitude of local patron saints. The family is a closely-knit unit, far more so than in France, England, and the United States.

The tradition of the Risorgimento, combining patriotism with liberalism, is still strong, despite Fascist emphasis on anti-liberal, totalitarian nationalism. On the whole, Italians are less nationalistic than the French, the Germans, and the English. The monarchical tradition is still important (see par. 27).

b. Temperament. Although Italians seem volatile, they are actually quite level-headed. They appear passionate and excitable in gestures and expression, but they are reserved and careful in their judgments. They are far less sentimental than is generally supposed. They have a lively intelligence, remarkable even among the uneducated peasants, and they are quick in detecting the deceit in conventional propaganda slogans. Despite Fascist pressure, they are skeptical of "new" political systems and ideologies. They are more inclined to irony than to humor.

c. Military qualities. The Italians, as a nation, have a weak military tradition. Military tradition has been strongest among the Piedmontese, who led the movement for Italian unification. The country's economic poverty and the skepticism about the utility of war as a means of expansion have been deterrents to the development of a national military tradition. Italy has never waged a major war without allies.

There is a sharp division of opinion regarding the military qualities of the Italians. The widespread depreciation of Italians is open to serious question. There is no reason to believe that Italians are inherently poor material for warfare. There is reason to believe that they make good soldiers, good airmen, and good seamen, especially if properly led. During the First World War, Italian soldiers acquitted themselves well. Their poor

showing in the present war may be partly due to some reluctance to fight for Fascist and Nazi aims. They have fought better in Africa than is generally supposed.

Italians are inured to hardship and have much stamina.

d. Respect for authority. Traditionally, Italians have great reverence and awe for authority as embodied, for example, in the Church, the government, and the head of the family. Nevertheless, they are strongly individualistic. They dislike regimentation and mass-organization. In normal times, they tend to form multiple political parties or blocs, led by powerful personalities, rather than to join large political parties on the American model.

e. Political capacity. Italy has produced many capable rulers and an able bureaucracy. That the Papacy and the hierarchy of the Vatican are dominated by Italians is a tribute to the Italians' political capacity.

Centuries of foreign control and misgovernment have retarded the political education of the people. United Italy from 1861 to 1922 developed along liberal and democratic lines. Since 1922, Fascists have established a dictatorship. Dictatorship is definitely not popular in Italy. If Italians have had to adopt dictatorship or submit to it, that has been due less to incapacity for self-rule than to complex political and economic factors.

f. Attitude towards the United States. The United States enjoys greater prestige and is better liked in Italy than any other of the United Nations. Invasion or occupation of Italy by the United Nations should certainly be led by Americans (see par. 29).

20-21. Living and labor conditions. The standard of living among different groups in Italy varies, as it does in other countries. On the whole, living standards are lower than they are in economically more advanced countries such as France, Germany, Britain, and the United States. United Italy has never been a flourishing or prosperous country. Its unfavorable balance of trade was usually made up by tourists and by remittances of emigrants.

Under Fascist rule, Italy's agricultural and industrial productive capacity has been increased. But the living standards of the masses have been sacrificed to the Fascist self-sufficiency program and ambitious foreign policy.

Italian factory and agricultural workers, artisans and craftsmen are industrious, resourceful, and dependable. There is an abundance of man power and labor supply. Women are available, particularly in rural districts. Since 1940, about 300,000 Italian industrial and agricultural workers have gone to Germany, many of them for seasonal work.

Italian labor under Fascism enjoys no real freedom to organize or to bargain collectively. Labor-capital relations are under the rigorous control of the Fascist state, which is guided primarily by its own interests and secondarily by the "capitalist" class. Labor has the least to say in the operation of the Fascist corporate system (see par. 27, c.,(2) under Legislative).

Rates of pay of Italian workers are surprisingly low. As rates of pay are not a reliable index of living standards or of workers' morale, the following data should be used with extreme caution:

Table I

General Level of Wages 1929-1939

Industries

Hourly Rates or Earnings for Males and Females

Conversion based on gold value of lira at $0.0526, rounded to nearest one cent.

Year	Italian Lire	American Dollars	Index No's. Money Wages	Index No's. Real Wages
1929	2.09	.11	100	100
1930	2.07	.11	99	102
1931	1.95	.10	93	107
1932	1.91	.10	91	110
1933	1.86	.10	89	112
1934	1.80	.09	86	114
1935	1.77	.09	85	111
1936	1.88	.10	90	109
1937	2.11	.11	101	111
1938	2.26	.12	108	110
March 1939	2.30	.12	110	111

Table II

Average Hourly Earnings by Industry, April, 1939

Males and Females

Conversion based on gold value of lira at $0.0526, rounded to nearest one cent.

Industry	Lire	$
Quarrying	2.38	.13
Marble and stone quarrying	2.38	.13
Metals	3.45	.18
Mechanical engineering	3.08	.16
Brick building materials	2.22	.12
Ceramic building materials	2.22	.12
Cement building materials	2.54	.13
Glass building materials	2.68	.14
Construction and public works	2.61	.14
Wood	2.08	.11
Paper	2.22	.12
Printing	2.95	.16
Cotton	1.89	.10
Wool	2.17	.11
Silk worm culture	*	*
Silk processing	1.05	.06
Silk weaving	1.85	.10
Linen, hemp	1.61	.08
Knitting and stockings	1.69	.09

*No data available

Industry	Lire	$
Various textiles	1.97	.10
Clothing	1.82	.10
Hats	2.32	.12
Tanning	2.68	.14
Boots, leather work	2.07	.11
Buttons	1.54	.08
Rubber	2.78	.15
Artificial textiles	2.31	.12
Chemical products	2.74	.14
Chemicals for agriculture	2.74	.14
Preserved food	1.84	.10
Milk and products	*	*
Macaroni	2.37	.12
Fish	1.52	.08
Sugar	3.35	.18
Sweets	1.98	.10
Beer, soda water	2.80	.15
Wines and liquors	2.18	.11
Water and gas supply	3.50	.18

*No data available

Table III

Hourly Wages in Italy in October, 1939

By Various Occupations in Six Cities

Male Adults Only

Conversion based on gold value of lira at $0.0526, rounded to nearest one cent

Industry and Occupation	Florence		Genoa		Milan		Rome		Trieste		Turin	
	Lire	$	Lire	$	Lire	$	Lire	$	Lire	$	Lire	$
Engineering												
Fitters-turners	2.54	.13	3.13	.16	2.81	.15	3.55	.19	2.97	.16	3.25	.17
Iron moulders	2.54	.13	3.13	.16	3.52	.19	3.20	.17	2.64	.14	3.65	.19
Pattern makers	3.33	.18	3.50	.18	*	*	*	*	3.41	.18	*	*
Laborers (unskilled)	2.06	.11	2.38	.13	2.29	.12	2.40	.13	2.20	.12	2.30	.12
Building												
Bricklayers	3.03	.16	3.20	.17	3.60	.19	3.30	.17	3.69	.19	3.40	.18
St. iron workers	2.53	.13	3.30	.17	3.60	.19	3.80	.20	3.69	.19	*	*
Concrete workers	3.08	.16	3.20	.17	3.88	.20	3.75	.20	3.58	.19	3.73	.20
Carpenters	3.09	.16	3.35	.18	3.45	.18	3.70	.19	3.74	.20	3.43	.18
Painters	3.69	.19	3.87	.20	4.09	.22	3.53	.19	4.05	.21	3.35	.18
Plumbers	3.20	.17	3.30	.17	4.00	.21	3.60	.19	4.62	.24	3.68	.19
Elec. fitters	3.82	.20	3.50	.18	2.86	.15	4.90	.26	4.50	.24	3.58	.19
Labor (unskilled)	2.15	.11	2.55	.13	2.25	.12	2.85	.15	2.64	.14	2.30	.12
Furniture making												
Cabinet-makers	3.25	.17	3.86	.20	3.80	.20	3.58	.19	3.53	.19	3.25	.17
Upholsterers	3.35	.18	3.52	.19	3.45	.18	4.25	.22	3.78	.20	3.25	.17
French polishers	2.80	.15	3.52	.19	2.90	.15	3.40	.18	3.53	.19	3.25	.17

* No data available

Table III (concl.)

Industry and Occupation	Florence		Genoa		Milan		Rome		Trieste		Turin	
	Lire	$	Lire	$	Lire	$	Lire	$	Lire	$	Lire	$
Printing, etc.												
Hand compositors	3.95	.21	4.03	.21	4.55	.24	4.05	.21	4.49	.24	4.56	.24
Machine compositors	4.45	.23	4.55	.24	4.85	.26	4.25	.22	5.36	.28	4.96	.26
Machine minders	3.95	.21	4.03	.21	4.72	.25	4.05	.21	4.49	.24	4.68	.25
Bookbinders	3.95	.21	4.03	.21	4.51	.24	3.43	.18	4.31	.23	4.52	.24
Labor (unskilled)	2.52	.13	3.10	.16	3.48	.18	2.65	.14	2.96	.16	2.74	.14
Food												
Bakers	3.92	.21	3.70	.19	3.83	.20	3.40	.18	3.71	.20	3.95	.21
Elec. Power Dist.												
Elec. fitters	*	*	3.56	.19	*	*	*	*	4.21	.22	3.40	.18
Labor (unskilled)	*	*	2.78	.15	*	*	1.60	.08	3.34	.18	2.35	.12
Transport												
Drivers	2.52	.13	4.14	.22	3.54	.19	*	*	3.47	.18	3.52	.19
Conductors	2.25	.12	3.43	.18	3.22	.17	*	*	3.04	.16	3.31	.17
Motor drivers	2.52	.13	2.75	.14	2.80	.15	3.93	.21	3.11	.16	2.60	.14
Horse drivers	2.38	.13	2.30	.12	*	*	*	*	2.11	.11	2.44	.13
Goods porters	2.55	.13	2.20	.12	2.35	.12	*	*	2.49	.13	2.22	.12
Perm. way labor	2.25	.12	3.67	.19	2.70	.14	3.75	.20	3.34	.18	3.55	.19
Local authorities												
Labor (unskilled)	2.32	.12	*	*	3.10	.16	2.55	.13	2.89	.15	2.10	.11

* No data available

22. Public health, sanitation, and hospitals.

This section is being prepared by the Office of the Surgeon General, United States Army.

23. Education.

The educational system, from the primary schools through the universities, is almost entirely under state control, exercised by the Ministry of National Education. Compulsory elementary education is more rigorously enforced than formerly. In the 1930's, about 20 percent of the population was illiterate. Italy has about 35 universities or institutions of university standing, the more famous being the Universities of Rome, Bologna, and Naples. There are several good schools of technology and engineering.

The success of "Fascist education" or of Fascist influence on the educational system is doubtful. Fascism has required a special oath of allegiance from Italian teachers. Fascist influence has been strong in elementary and secondary schools, but slight in universities. (The intelligentsia furnishes a large contingent of anti-Fascists). Fascists have also developed an elaborate semi-military organization for children and youths between the ages of 6 and 21.

24. Religion.

Religion is very important in Italy. It is socially a great unifying force. Over 97 percent of the Italians are Roman Catholics. Roman Catholicism is the religion of the Italian State. Other creeds are permitted.

The Italian peninsula is the center of the Roman Catholic Church and the Papacy. The hierarchy of the Vatican is predominantly Italian. The Church has been, on the whole, favorable to Fascism, seeing in it a bulwark against radicalism (see par. 27). In 1929, the Papacy and the Italian government concluded the Lateran Accords, which settled long-standing issues regarding the sovereign status of the Pope and the relations between Church and State in Italy.

It is important not to offend the Catholic tradition and sensibilities of the Italian people. An invading or occupying force should establish contact with the Vatican hierarchy and the local parish priests and bishops.

25. Public order and police.

The Fascist state is a thoroughgoing police state, supervising all activities of its subjects (see par. 27, c ,(3) Judicial). It has inculcated more fear than respect for law and order. The regular police system is nationally organized, under the Ministry of the Interior. Traditionally respected and efficient have been the Royal Carabinieri who, though under Fascist control, enjoy greater prestige than full-fledged Fascist police or agents. Fascists have instituted a much-feared Special Tribunal for the Defense of the State, and a secret service and espionage system, usually known as the OVRA.

26. Press, propaganda, and censorship.

The press, the radio, and all means of oral and written communication have been rigorously controlled and censored by the Fascist government. Propaganda is usually directed by the Ministry of Popular Culture. The only freedom of opinion or expression is that allowed by Fascists. The Fascists employ their elaborate party machinery and the entire machinery of the state for propaganda purposes.

For an invading or occupying force, the press and the radio have great propaganda value. Open mass-meetings and posters are also effective. Italians have been exposed to Fascist propaganda for so long that they have grown skeptical of conventional propaganda methods and slogans. Italians should be assured, above all, that we distinguish between the Italian people and the pro-Axis Fascist regime.

CONFIDENTIAL

ITALY

SECTION IV OF

PROJECTED M.I.S. STRATEGIC SURVEY

June 15, 1942

Research and Analysis Branch

Office of Strategic Services

COPY NO.

Section IV

POLITICAL

27. Government.

a. Form and reality. The government of Italy is legally a constitutional monarchy, but actually a Fascist military dictatorship. This dictatorship, superimposed upon the outward forms of constitutional monarchy, is dominated by one man--Benito Mussolini, and by one party--the Fascist Party. The dictatorship is authoritarian, hierarchical, highly centralized, and antidemocratic.

The fundamental law of Italy is still the Statuto or constitution granted by King Charles Albert of Sardinia (or Piedmont) on March 4, 1848. With the achievement of Italian unity and the proclamation of the Kingdom of Italy in 1861, the Statuto was adopted for the entire kingdom. Under the Statuto, Italian government developed along liberal and democratic lines until the advent of the Fascists to power in October, 1922. The Fascists have since introduced revolutionary changes in the structure and operation of the government. The Statuto easily lent itself to change because it did not contain provision for its amendment and it did not recognize any distinction between "ordinary" and "constitutional" legislation.

Thus, while the Fascists have established a totalitarian dictatorship, the Statuto continues in force. This is important to remember, for in case the Fascist regime should be overthrown, the basic governmental structure provided by the Statuto could be used for a new type of government.

b. Stability of government. The present government appears to be stable. The Fascists retain effective leadership and are aided by two powerful forces in Italian life, the Monarchy and the Catholic Church. The Fascist regime, the Monarchy, and the Church are united in an effort to preserve the integrity of the kingdom and the power of the present government against foreign and domestic enemies. The foreign enemies include the nations with which Italy is at war and may also include Italy's ally, Germany, whose

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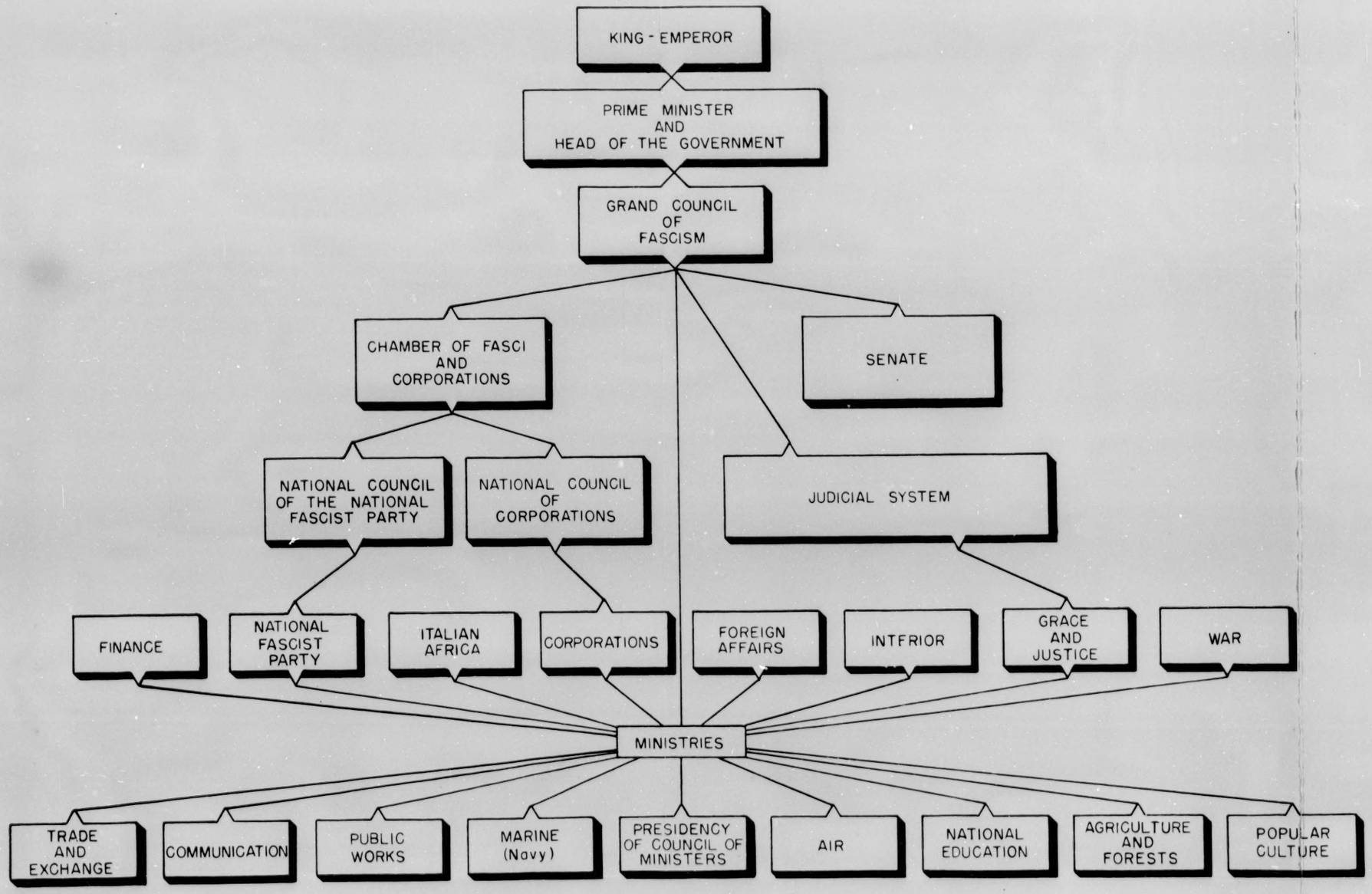
ORGANIZATION OF THE ITALIAN GOVERNMENT



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increasing power in Italy is a matter of great concern to Italian ruling circles. This concern takes the form of limiting German control in Italy rather than of repudiating the German alliance,which, from many viewpoints, has proved helpful to Italy, as, for example, in the Greek and North African campaigns.

The Savoy Monarchy, with its deep roots in Italian life, has much prestige among the people and commands the loyalty of the army. If the Fascist regime should fall, the Monarchy could hope to survive.

The Catholic Church and the Fascist regime have been and are on friendly terms. The Church, even more than the Monarchy, can pursue an independent policy, even if Fascism should fall. The clergy in Italy, including the hierarchy of the Vatican, is predominantly Italian and feels a great sense of patriotism towards Italy.

The fear of national humiliation, of chaos or revolution (communism) is one of the strong bonds uniting the forces of Fascism, the Monarchy, and the Church at the present time.

No organized anti-Fascist movement, strong enough to seize power, exists in Italy today. There appears to be no immediate prospect that the Fascist regime will be overthrown.

The stability of the Fascist regime obviously depends on the course and outcome of the war.

c. Organization and functioning. The original constitution divided the government into the three usual branches: executive, legislative, and judicial. Accordingly, the government functioned as a parliamentary democracy which the fascists destroyed. There is no longer any real separation of executive, legislative, and judicial powers. All real power is centered in the executive. The so-called legislative, judicial, and "corporative" branches are mere administrative units, subject to the will of the executive.

(1) Executive. The nominal executive is Victor Emmanuel III, King of Italy and Albania, Emperor of Ethiopia. He was born in 1869, married Princess Elena of Montenegro in 1896, and ascended the throne of Italy in 1900 His son and heir-apparent is Prince Humbert, born in 1904. The crown is

heriditary in the male line.

The actual executive is Benito Mussolini, who exercises great authority because he is (1) Duce (leader) of Fascism, (2) Prime Minister and Head of the Government. He was born in 1883, was elected a member of the Chamber of Deputies in 1921, and formed his first Cabinet on October 30, 1922. He was a revolutionary socialist in his youth and edited the socialist daily, Avanti!, from 1912 until October, 1914, when he resigned because he favored Italy's intervention in the First World War on the side of the Triple Entente. In November, 1914, he founded and edited the interventionist daily Il Popolo d'Italia and was expelled from the socialist party. After the war, he became the founder, organizer, and Duce of the fascist movement.

The executive power is by law exercised by the King-Emperor through his Government. The Government of the King is made up of the Prime Minister and other Ministers. The Prime Minister is Head of the Government. The latter title is more frequently used than the former. The Head of the Government--Mussolini--is responsible only to the King, and is not, as formerly subject to parliamentary votes of confidence. Individual ministers are appointed and dismissed by the King on the proposal of the Head of the Government. They are responsible to the King and the Head of the Government. The latter controls legislative activity: No subject can be placed on the agenda of either of the two legislative chambers without his approval.

The authority of the King, though now nominal, is legally so great that it could be used for the reconstruction of Italian government along non-Fascist lines.

(a) Grand Council of Fascism. This is virtually the poli- general staff of the Fascist regime and is dominated by Mussolini. Originally a Fascist Party organ, the Grand Council was made an organ of the state, December 9, 1928. As the "supreme organ" which coordinates and integrates all the activities of the Fascist regime, it has important deliberative and advisory functions pertaining to constitutional, legislative, and Fascist Party matters. Its advice must be heard on all constitutional questions including: (1) composition and functioning of the Senate and the Chamber of Fasci and Corporations;

(2) syndical and corporative organization; (3) relations between the State and the Holy See; (4) succession to the throne and powers and prerogatives of the Crown. Number (4) shows that Fascists may wish to disregard the present Crown Prince as a successor to the present King. The Grand Council also keeps ready a list of persons to be submitted to the King in case the office of Head of the Government should be vacant. The sessions of the Council are secret.

The Grand Council is literally Mussolini's instrument. The Head of the Government--Mussolini--is by law the President of the Council. He convokes it when he deems it necessary, fixes its agenda, and may appoint as many members as he likes.

The number of members of the Council is not limited. There are now 24 members, most of whom are ex-officio.

Officers

President--Head of the Government--Mussolini

Secretary--Secretary of the Fascist Party--Aldo Vidussoni (holds office in Council by reason of and during tenure as Secretary of Party)

Members

For unlimited time: Quadrumivirs of March on Rome (two of whom are dead)

Marshal Emilio De Bono

Count Cesare Maria De Vecchi Di Val Cismon

By reason of and during tenure of office

President of the Senate--Count Giacomo Suardo

President of the Chamber of Fasci and Corporations--Count Dino Grandi

Minister of Grace and Justice--Count Dino Grandi

Minister of Foreign Affairs--Count Galeazzo Ciano

Minister of Finance--Marquis Paolo Thaon Di Revel

Minister of National Education--Giuseppe Bottai

Minister of Agriculture and Forests--Carlo Pareschi

Minister of Corporations--Renato Ricci

Minister of Popular Culture--Alessandro Pavolini

President of Royal Academy of Italy--Luigi Federzoni

President of the Special Tribunal for the Defense of the State--Lt. General Antonino Tringali Casanuova

President of Fascist Confederation of Industrialists--Count Giuseppe Volpi Di Misurata

President of Fascist Confederation of Agriculturists--Ettore Frattari

President of Fascist Confederation of Industrial Workers--Giuseppe Landi

President of Fascist Confederation of Agricultural Workers--Annio Bignardi

For a three year period

Alberto De Stefani, member, Royal Academy of Italy

Edmondo Rossoni, Minister of State

Roberto Farinacci, Minister of State

Giovanni Marinelli

Baron Giacomo Acerbo

Dino Alfieri, Ambassador to Germany

(b) Council of Ministers or Cabinet. Cabinet Ministers are appointed and dismissed by the King on the proposal of the Head of the Government. They are responsible, not to Parliament, but to the King and the Head of the Government.

The Cabinet, like the Grand Council of Fascism, is literally the instrument of Mussolini--the Head of the Government. The Head of the Government convokes the Council of Ministers, presides over it, dictates its personnel, and assumes as many portfolios as he likes. He directs and coordinates the work of the Ministers and decides on differences among them.

Nevertheless the Cabinet performs basic executive, legislative, and administrative functions. Its legislative functions are even more

important than those of Parliament because it prepares and gives legal effect to numberless decrees and decree-laws, which are eventually rubber-stamped by Parliament.

Where Mussolini is nominally Minister, many essential functions are administered by an Undersecretary—for example, in the Ministries of War, Navy, and Air.

The following is a list of ministerial offices, with their respective functions, ministers, and undersecretaries:

Presidency of Council of Ministers. It has important functions in coordinating the work of other ministries, legislative bodies, and the Fascist Party. It has jurisdiction over the Fascist Militia and the Special Tribunal for the Defense of the State.

Mussolini, Head of the Government, presides and keeps a vigilant eye over this ministerial office.

Undersecretaries--Lt. Gen. Luigi Russo; Gen. Carlo Favagrossa, in charge of Undersecretariat for the Production of Arms.

Foreign Affairs. All relations with other countries.

Minister--Count Galeazzo Ciano

Interior. Jurisdiction over local governments, Security Police, Public Health, "Racial" and Ecclesiastical questions.

Minister--Mussolini

Undersecretary--Guido Buffarini Guidi

National Fascist Party. The Party's secretary, who is now Aldo Vidussoni, sits in the Cabinet as a Minister. There is no ministerial office for the Party.

Italian Africa. Jurisdiction over Italy's African possessions.

Minister--Gen. Attilio Teruzzi

Grace and Justice. Jurisdiction over judicial system except military tribunals and the Special Tribunal for the Defense of the State (see above, under Presidency of Council of Ministers).

Minister--Count Dino Grandi, President of the Chamber of Fasci and Corporations.

Undersecretary--Antonio Putzolu

Finance. All fiscal matters except trade and exchange (see below, under Trade and Exchange).

Minister--Marquis Paolo Thaon Di Revel

War. Jurisdiction over the Army.

Minister--Mussolini

Undersecretary--Gen. Antonio Scuero

Chief of Staff--Gen. Vittorio Ambrosio

Navy. Jurisdiction over the Navy.

Minister--Mussolini

Undersecretary and Chief of Staff--Admiral Arturo Riccardi

Air. Jurisdiction over Air Force and civil aviation. Air forces are attached to Army and Navy as required.

Minister--Mussolini

Undersecretary--Gen. Rino Corso Fougier

National Education. Jurisdiction over state educational system, from elementary schools through universities. Also over historic monuments, art treasures and institutes.

Minister--Giuseppe Bottai

Undersecretary--Riccardo Del Giudice

Public Works. Jurisdiction over construction of buildings, roads, harbors, railways, electrical plants.

Minister--Giuseppe Gorla

Agriculture and Forests. Jurisdiction over agriculture, forestry, land-reclamation projects, conservation.

Minister--Carlo Pareschi

Undersecretaries--Sergio Nannini; Michele Pascolato

Communications. Jurisdiction over state railroads, ports, mails, telegraphs, radio, merchant marine.

Minister--Giovanni Host Venturi

Undersecretaries--1. State Railroads--Mario Jannelli

2. Mails and Telegraphs--Giovanni Marinelli

3. Merchant Marine--Augusto De Marsanich

Corporations. Jurisdiction over syndicates and corporations or guilds representing employers and workers in industry and agriculture, which make up the "corporative" state. Also promotion of self-sufficiency programs.

Minister--Renato Ricci

Undersecretaries--Tullio Cianetti; Ermanno Amicucci; Giuseppe Lombrassa

Popular Culture. Jurisdiction over press, radio, theater, cinema, tourist agencies, and other means of public information and propaganda.

Minister--Alessandro Pavolini

Trade and Exchange. Distinct from Ministry of Finance, this Ministry deals with tariff and customs administration, commercial agreements and treaties, foreign exchange, import restrictions, and control of export.

Minister--Raffaello Riccardi

(2) Legislative. The Italian Parliament consists of two houses: (1) Senate (2) Chamber of the Fasci and Corporations. None of their members are elected by popular vote. They have virtually no real legislative power, which instead is centered in the executive, principally the Head of the Government and the Cabinet. Both houses discuss bills, usually in Commissions or Committees rather than in plenary sessions, and they rubber-stamp the decree-laws of the executive. Like the Grand Council and the Cabinet, they are the instrument of Mussolini, the Head of the Government: No subject can be placed on the agenda of either house without his approval.

Senate. Its membership is unlimited. It consists of about 500 life members, appointed by the King, usually on the proposal of the Head of Government, except that royal princes become members upon attaining their majority. The nominated membership, recruited from 21 categories, includes

representatives of the aristocracy, bureaucracy, and liberal professions. The Senate sits as a High Court of Justice in cases involving high treason, attempts against the security of the state, trials of Ministers, and of its own members. The membership of the Senate is so distinguished that Mussolini frequently prefers to address it rather than the lower Chamber.

Chamber of the Fasci and Corporations. Formed in 1939 to replace the Chamber of Deputies. It is intended, in part, to represent Italians on an occupational or functional rather than on a territorial basis. Each member is known as a National Councilor (Consigliere Nazionale).

The entire membership--about 670--is ex-officio and consists of:

(1) Head of the Government

(2) Members of the Grand Council of Fascism
(3) Members of the National Council of the National Fascist Party
(4) Members of the National Council of Corporations

Except those who are Senators or members of Royal Academy of Italy.

The Head of the Government and the Grand Council of Fascism have already been discussed.

The National Council of the National Fascist Party is a party advisory body, consisting of the following: party Secretary; members of the party National Directorate or governing board (about 15 members); party Inspectors; party Federal Secretaries; Secretary, vice-Secretary, and two Inspectors of the Fasci Abroad (i.e. in foreign countries); President of the National Association of Disabled War Veterans; President of the National Veterans Association.

The National Council of Corporations consists of:

(1) the members of the Central Corporative Committee. This Committee, of which Mussolini is president, consists of Cabinet Ministers and Undersecretaries of State; certain officers of the Fascist Party; certain party representatives in the Corporations; president of the national fascist organization of Cooperatives; and presidents of the nine (9) syndical Confederations--

four (4) for employers' associations, four(4) for workers' associations, one (1) for associations of professional people and artists.

(2) the members (not including associate members) of the Councils of twenty-two (22) Corporations. These Corporations include representatives of employers, workers and the Fascist Party within twenty-two (22) major branches of economic activity: (1) cereals; (2) vegetables, fruits, flowers; (3) viticulture, wine, edible oils; (4) animal husbandry and fisheries; (5) wood; (6) textile products; (7) clothing; (8) iron, steel, and metallurgy; (9) mechanics; (10) chemicals; (11) liquid fuels; (12) paper and printing; (13) building construction; (14) water, gas, electricity; (15) extractive industries; (16) glass and ceramics; (17) inland communications; (18) sea and air transportation; (19) theater and public entertainment; (20) hotels and tourism; (21) professions and arts; (22) credit and insurance.

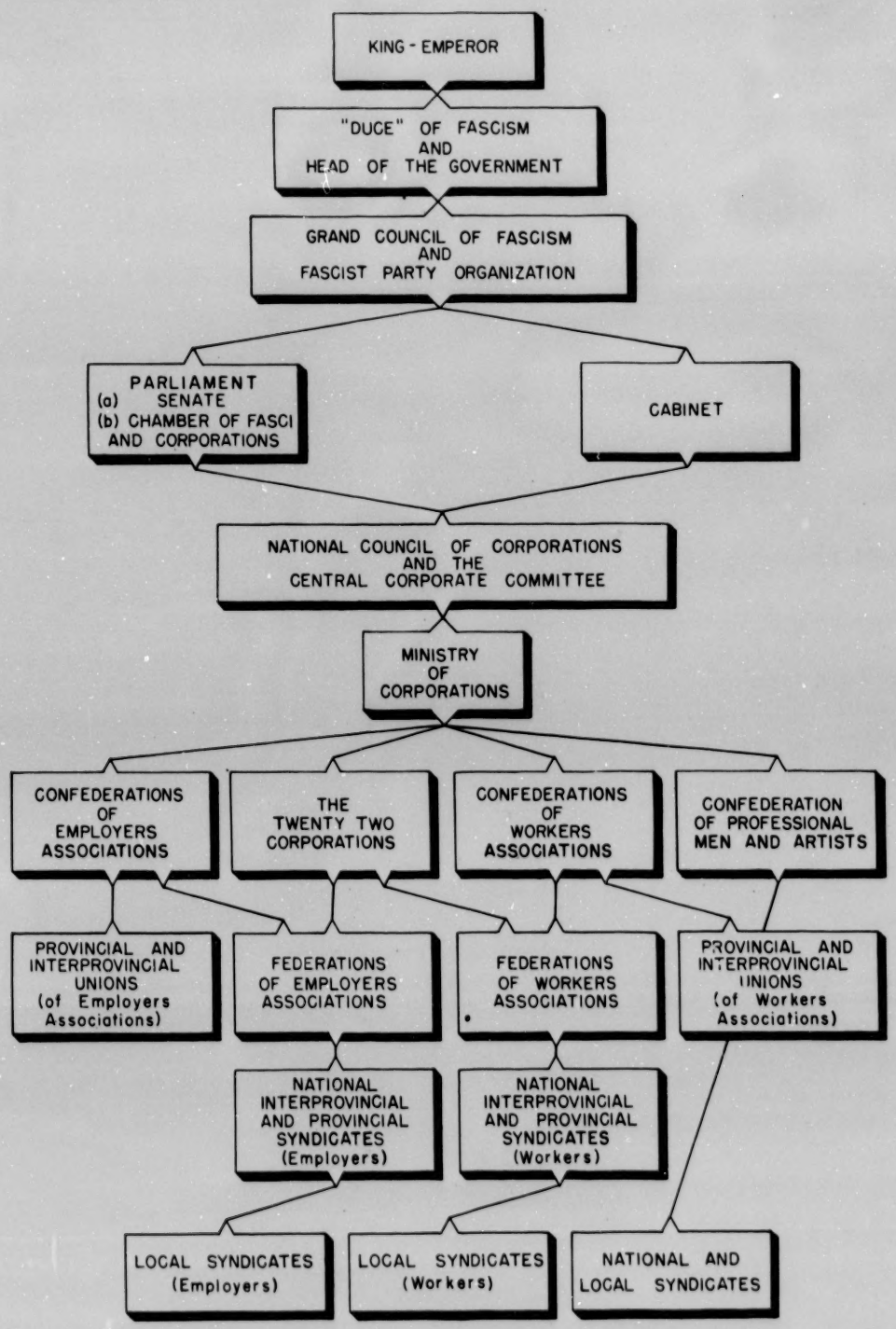
The Corporative system is the instrument of Mussolini and the Fascist Party to control Italian economy and further national self-sufficiency

(3) Judicial. The judicial system is for the most part under the Ministry of Justice. There are four supreme magistracies: (1) High Court of Justice (see above, subpar. c, (2), under Senate); (2) Supreme Military Tribunal; (3) Superior Tribunal of Public Waters (Admiralty cases); (4) Court of Cassation.

Regular Courts. All with civil and criminal jurisdiction except No. 4, only criminal cases, and No. 6, only civil cases: (1) Court of Cassation, the highest court of appeal; (2) Courts of Appeal--24, including 6 detached sections; (3) Tribunali--143; (4) Courts of Assize--91, with jurisdiction over serious crimes; (5) Preture or magistrates courts--1,345, most of them (986) in judicial districts known as mandamenti; (6) Conciliation Courts or Conciliation Offices--7,640, with jurisdiction in civil cases involving small amounts.

Special Courts include military tribunals, tribunals to administer the law of government agencies, and, most important, the Special Tribunal for the Defense of the State. This "political" court tries cases involving political offenses and the death penalty. Established by the Fascists in 1926, it

ORGANIZATION OF THE FASCIST CORPORATE STATE


KING - EMPEROR
"DUCE" OF FASCISM AND HEAD OF THE GOVERNMENT
GRAND COUNCIL OF FASCISM AND FASCIST PARTY ORGANIZATION
PARLIAMENT
(a) SENATE
(b) CHAMBER OF FASCI AND CORPORATIONS
CABINET
NATIONAL COUNCIL OF CORPORATIONS AND THE CENTRAL CORPORATE COMMITTEE
MINISTRY OF CORPORATIONS
CONFEDERATIONS OF EMPLOYERS ASSOCIATIONS
THE TWENTY TWO CORPORATIONS
CONFEDERATIONS OF WORKERS ASSOCIATIONS
CONFEDERATION OF PROFESSIONAL MEN AND ARTISTS
PROVINCIAL AND INTERPROVINCIAL UNIONS (of Employers Associations)
FEDERATIONS OF EMPLOYERS ASSOCIATIONS
FEDERATIONS OF WORKERS ASSOCIATIONS
PROVINCIAL AND INTERPROVINCIAL UNIONS (of Workers Associations)
NATIONAL INTERPROVINCIAL AND PROVINCIAL SYNDICATES (Employers)
NATIONAL INTERPROVINCIAL AND PROVINCIAL SYNDICATES (Workers)
LOCAL SYNDICATES (Employers)
LOCAL SYNDICATES (Workers)
NATIONAL AND LOCAL SYNDICATES

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is directly controlled by the Head of the Government (see above, subpar. c, (1) (b), under Presidency of Council of Ministers) and manned mostly by Fascist Militia officers.

As the Fascist state is a thoroughgoing police state, much "justice" is meted out by the Security Police and by an efficient secret service and espionage system, usually known as the OVRA.

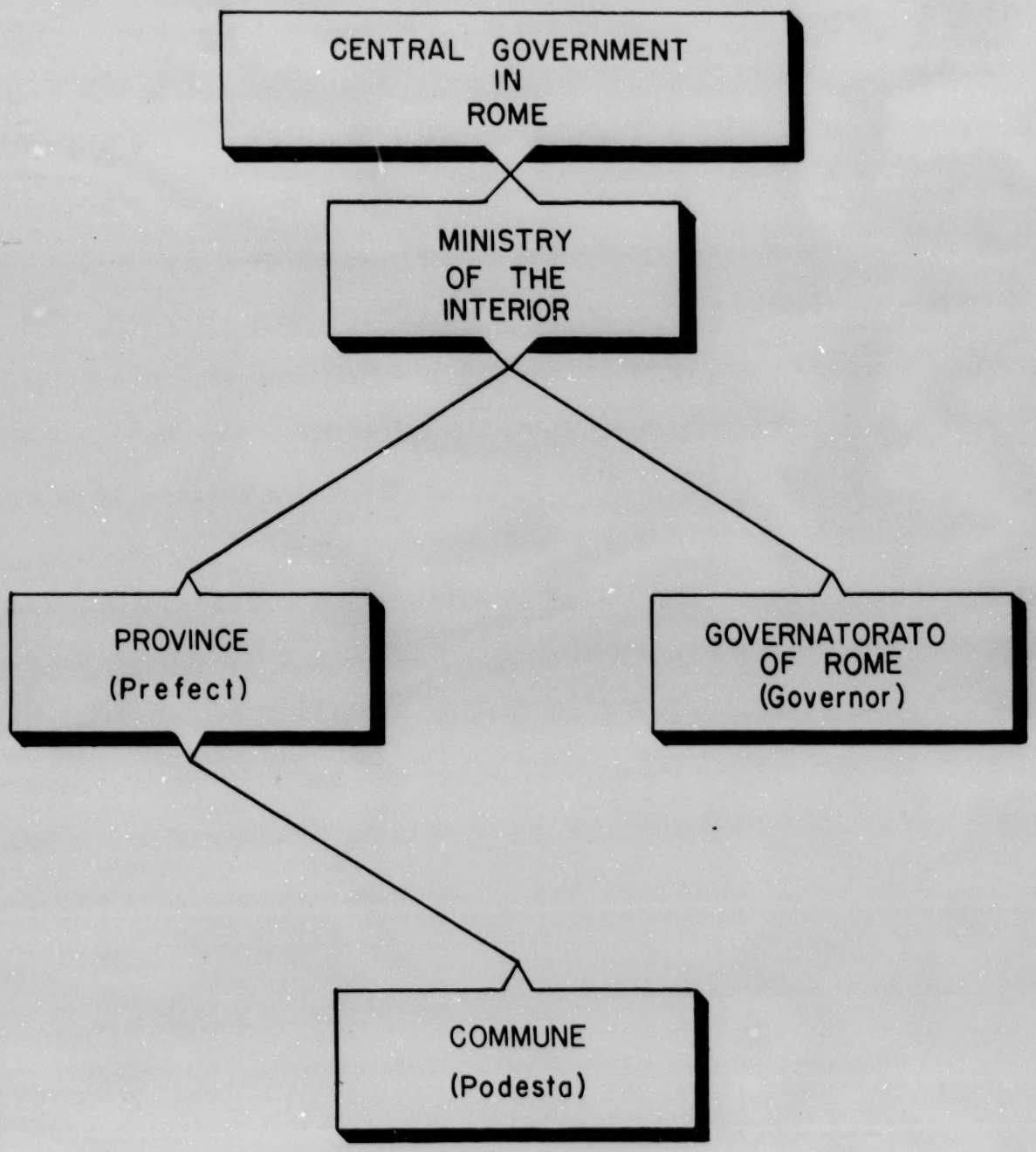
(4) Local government. For purposes of local government, Italy is divided into 94 provinces and 7,339 communes (cities, townships or municipalities). Other local subdivisions are 18 compartimenti for administrative and statistical purposes and 986 mandamenti for judicial purposes. Local governments have no inherent powers. Elections to local offices have been abolished. The head of each province is a prefect and the head of each commune is a podestà (or mayor). Rome has a special administration known as Governatorato, headed by a Governor. The prefects, podestas, and the Governor of Rome are named by the central government and are rigidly controlled by the Ministry of the Interior. The prefects, the Governor of Rome, and the podestas of the larger communes are aided by advisory councils. The prefect is an important official. He wields much administrative and police power and also much authority over the podestas. All important local departments are centered in the provincial prefectures and city halls. They carry out the regulations of the Ministries in Rome, principally those of the Ministry of the Interior. It should be remembered that much authority is exercised by the Catholic clergy--village priests, bishops, etc.

28. Political parties and issues.

Italy is a one-party state. The Partito Nazionale Fascista (PNF)--National Fascist Party--the only political party in Italy, is an organ of the State. Its officials or "hierarchs" are state officials. Its structure parallels that of the state. It performs a variety of functions in the political, educational (youth especially), welfare, economic, and corporative fields.

The party is completely dominated by Mussolini, the Duce of Fascism, who founded the Italian Fascist movement on March 23, 1919. According to its constitution, the party is a civil militia at the orders of the Duce, and its

ORGANIZATION OF ITALIAN LOCAL GOVERNMENT



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members take an oath of allegiance to him. He is also General Commandant of the Fascist Militia, which is at once a state militia and his personal army.

Next to Mussolini is the Secretary of the party, who is now twenty-eight year old Aldo Vidussoni. The Secretary is appointed and dismissed by royal decree, on the proposal of the Duce. He is responsible to the Duce for all his acts. He is Secretary of the Grand Council of Fascism (see above, par 27, c, (1), (a)), and sits in the Cabinet as a minister (see above, par. 27, c, (1), (b)). He has great authority over subordinate officials in the party, and is sometimes considered the most powerful political officer in Italy, next to Mussolini.

There are no political issues in Italy in the usual sense of the term. Differences within the party are easily resolved by party chiefs. The war, however, has created a great issue within and outside the party concerning Italy's Axis policy. This issue is not debated in the open.

29. Foreign policy.

Italy's foreign policy is determined by her Axis commitments. Principal government leaders are listed above, par. 27, c, (1), (a) and (b). Their opposition to the United States is "official" and "half-hearted". None of them, including the King and Mussolini, feels or has a record of real animosity towards the United States. A few Fascist leaders, however, may accentuate their opposition to the United States because they believe in German victory and hope to be favored by German support in the event of Mussolini's death. They are Ciano, Mussolini's son-in-law and Italian Foreign Minister; Roberto Farinacci, ex-Secretary of the Fascist party; Bottai, Minister of Education; Dino Alfieri, Ambassador to Germany. The United States has more friends among the people and ruling groups of Italy than it has among the people and ruling groups of any other Axis power. Italy has a great tradition of friendship for the United States. The general population of Italy is probably as friendly to the United States as the general population of any other great power.

30. Important alien groups.

There are three: Germans, Slavs, and Jews. The Germans are hostile to

the United States and could be expected to hinder our occupation. The Slavs (Croats and Slovenes) and Jews are hostile to Fascist rule, are very friendly to the United States and could be expected to give us enthusiastic and materia aid. The Catholic Church has much influence over the Croats. For further details, see above, par. 17.

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OFFICE OF STRATEGIC SERVICES

RESEARCH AND ANALYSIS BRANCH

SURVEY OF ITALY (SECTION V)

September 28, 1942

Copy No.

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Section V

ECONOMIC

31. General.

Italy is the poorest of the world's great powers. This is true despite the energetic Fascist program of economic self-sufficiency (autarchy). Although primarily an agricultural country, Italy barely produces sufficient food for domestic requirements. She lacks primary raw materials. She cannot by herself maintain a major war effort.

Italy's assets are man-power, geographical position, water power, chemical engineering. Her deficiencies are coal and fuel oils in commercial quantities, limited mineral resources, a high percentage of rocky mountainous territory.

Italy's participation in the war has deeply affected her economic structure. She normally supplied her deficiencies by imports, 80 percent of which were sea-borne. She is now dependent on supplies obtainable from continental Europe, particularly Germany.

Fundamental factors to be kept in mind are: (1) Italy's dependence on continental land supplies; (2) the capacity of her people to endure hardship; (3) rigorous government control of all economic activity; (4) Italian economic statistics, especially since 1939, vary in quality and therefore should be used with caution.

Agriculture

a. Importance. Agriculture is Italy's most important enterprise. According to the Italian census of 1936, there were 8,756,064 persons engaged in agriculture. This is over 47 percent of the total number of persons having an occupation, namely, 18,345,432. Agriculture is highly diversified because of regional differences in altitude, soil, and climate.

b. Land: area; characteristics. The total area of Italy, including Sardinia and Sicily, is 119,766.2895 square miles (December 31, 1940). About 92 percent consists of agricultural and forest land. The most

PROVISIONAL EDITION

FREE

ITALY
AGRICULTURAL AREAS

0 50 100 150
Kilometers

0 25 50 75 100
Miles

SWITZERLAND

AUSTRIA

FRANCE

YUGOSLAVIA

LIGURIAN SEA

ADRIATIC SEA

TYRRHENIAN SEA

IONIAN SEA

CORSICA (French)

SARDINIA

SICILY

ELBA

PANTELLERIA

LAGOSTA

Silk

Rice

Vines

Sugar beets

Vegetables

Tobacco

Turin

Milan

Verona

Trento

Venice

Trieste

Fiume

Genoa

Bologna

Rimini

Ancona

Pescara

ROME

Naples

Bari

Brindisi

Lecce

Sassari

Cagliari

Palermo

Catania

Syracuse

Reggio Cal.

8 10 12 14

46 44 42 40 38

12 14 16 18

LEGEND

AREAS OF INTENSIVE AGRICULTURE

Corn, wheat, dairying

Vines, citrus fruits, olives, wheat

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productive agricultural area is the Po River valley.

c. Land: utilization. The following table shows Italian land utilization as of 1929 (percentages):

	Northern Italy	Central Italy	Southern Italy	Sicily	Sardinia	All Italy
Total agricultural and forest lands	89.2	94.3	94.9	94.6 -	96.5	93.9
Tillable Land	29.8	50.5	44.7	57.7	24.5	41.5
Pasture	21.5	13.1	17.6	12.0	47.2	22.2
Orchards	4.0	3.6	12.8	18.8	2.6	8.4
Forests	26.7	23.7	15.2	3.4	5.1	14.8
Productive, but uncultivated	7.2	3.4	4.6	2.7	17.1	7.0
Unproductive	10.8	5.7	5.1	5.4	3.5	6.1
Total	100.0	100.0	100.0	100.0	100.0	100.0

d. Foodstuffs. Italian food production is unbalanced. In normal times, Italy barely produced sufficient food for domestic requirements. There are normal surpluses of fruits, nuts, vegetables, cheese, rice, and wine. Italy has normally exported substantial quantities of tomatoes and tomato paste. There are normal deficiencies of wheat and other cereals, meat, fish, oils, fats, and eggs. In the case of wheat, Italy is self-sustaining only after exceptionally good years, such as 1933 and 1937. The food situation has been getting worse since Italy entered the war. Nevertheless, it is not critical and it may not begin to become critical until the end of the winter 1942-1943. This appears to be true, despite severe rationing, high prices, and the increased use of products for manufacturing purposes, for example, grapes and beets for alcohol, and casein for lanital, an artificial wool product.

The following table shows the production of certain agricultural foodstuffs in Italy:

Average annual 1936-1938, with percentage of self-sufficiency:

Product	Unit	Production	Percentage Self-sufficiency
		Thousands	
Wheat	Bu.	273,850	92
Rye	Bu.	5,444	91
Rice	Bu.	38,246	114
Barley	Bu.	10,316	86
Oats	Bu.	39,663	93
Corn	Bu.	123,168	96
Feed concentrates	Ton	0	0
Pork	Lb.	515,016	101
Beef	Lb.	726,371	87
Mutton, including goat meat	Lb.	110,803	100
Butter	Lb.	115,940	99
Cheese	Lb.	527,142	108
Lard, including tallow	Lb.	338,780	96
Vegetable oils:			
Olive oil	Lb.	432,600	98
Oilseeds	Lb.	Flax and hemp seed only 18,094	3
Potatoes	Bu.	107,791	102
Dry beans, edible	Bag of 100 lbs.	3,713	83
Sugar	Ton	405	95
Coffee	Lb.	0	0

(225 1)

e. Canned tomatoes. Italy exports about 85 percent of her total production of canned tomatoes and about 34 percent of tomato paste. In 1938, she produced about 165,345,000 pounds of canned tomatoes.

f. Livestock. The livestock population of Italy as of March, 1940, was (in 000's of heads):

Horses	761
Asses	789
Mules	414
Cattle	7,790
Swine	3,212
Sheep	9,968
Goats	1,829

g. Fisheries. Despite considerable production, the industry is insufficient to satisfy domestic needs. There were net import of fish [illegible] and fish products in 1938.

h. Areas of production. Wheat is grown throughout Italy. Northern and central Italy are the important corn areas. Rice is grown exclusively in northern Italy. Grapes are grown extensively throughout Italy. Commercial olive groves are most common in southern Italy; olive trees are grown with other crops in central Italy, as well as in certain parts of southern Italy and Sicily. Sicily produces the largest percentage of citrus fruits. About two-thirds of the tobacco acreage is in southern Italy. Most of the sugar beet crop is produced in northern Italy, centering in Veneto and Emilia.

About 70 percent of the cattle and over 50 percent of the hogs are produced and consumed in northern Italy. The poorer land of central and southern Italy and the islands accounts for 90 percent of the sheep and 85 percent of the goats.

i. Farm machinery. As of December 31, 1939, the registration of tractors with the Public Automobile Registry was 19,237.

j. Compulsory pools (ammassi). There are compulsory pools, in Government warehouses or other specified places, for many items:

(35 51)

wheat, corn and corn by-products, barley, rye, oats, rice, beans, olives and olive oil, saffron, manna, bergamot essence, wines, cotton, wool, silk cocoons, hemp, seeds of textile plants. Producers are allowed certain quantities for themselves. Sales to industrial consumers or wholesalers are made by the Government pools or an official agency.

k. Flour mills. Italy has about 13,000 flour mills. 900 (the large mills) have a potential capacity of about 220 million bushels. 12,000 have a total capacity of 440 million. The large mills grind wheat for the trade. Most of the remainder grind for the farmer. The number of large modern mills has increased. The small and antiquated types have decreased. In general, the large modern mills are owned by companies; the small, old mills by families.

Flour mills are scattered throughout Italy. The principal mills are close to wheat-producing areas and near ports. The three leading milling ports are Naples, Genoa, and Venice.

l. Bakeries. Commercial bakeries are confined to cities. In rural districts, bread is baked in small, family-operated bakeries.

m. Slaughter houses. According to the industrial census of 1937-1940, Italy had 2419 public slaughter houses, of which 2409 were in active operation.

Agricultural raw materials.

a. In general. The Italian supply of agricultural raw materials, especially basic war materials, is inadequate. Italy had small reserves of natural rubber, cotton, and wool when she became a belligerent in June, 1940. Her foreign supply of most of these products has been almost wholly cut off by blockade. But the Italian war effort has not been totally handicapped, in view of the increased use of artificial fibers and substitute natural fibers in textiles and the consequent conservation of much raw material for war industries.

b. Rubber; rubber products.

Italy had a very sizable rubber industry, tires and tubes being the principal branch.

She is, however, almost totally deficient in the raw material. The

blockade cut her off from her former foreign sources of natural and secondary rubber. Stocks were practically exhausted by the middle of 1941.

Italy is producing about 1,000 metric tons of artificial rubber per annum, according to unofficial opinion (1941). The amount of synthetic rubber she may be receiving from Germany is unknown. The lack of raw materials, chiefly coal and coal products, is probably the principal factor restricting synthetic rubber production.

c. Lumber. Italy's lumber resources are meager, although there are forests throughout the country. Large amounts are imported. The following table shows Italian imports of lumber for 1935 through 1938 (in 000's of metric tons):

1935	1,271.3
1936	563.8
1937	867.0
1938	579.4

The inadequate lumber supply has seriously limited the quantity of cullulose made from woodpulp.

d. Hides and skins: leather products. Italy normally imported part of her supply of hides and skins. There is a wartime shortage. Raw cattle hides and goat skins, whether domestic or imported, are reserved for military or other special purposes.

The shortage of hides and skins has affected the manufacture of shoes. The use of wooden or cork soles is not unlikely.

Centers of footwear industry appear to be at Varese, Milan, Vigevano, Turin, Novara, Strà, and Naples.

e. Cotton and wool. Italy is normally almost totally deficient in cotton. She has remained almost wholly dependent on foreign sources of supply, despite efforts to increase the domestic crop, particularly in Sicily and southern Italy.

Italy is normally deficient in raw wool.

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The admixture of substitute fibers with cotton and wool was made compulsory in 1936. Substitutes (termed "autarchic") include silk and silk waste, hemp, Spanish broom fiber, mulberry fiber, cellulose, and rabbit, cattle, and other hair. Lanital, a wool substitute, comes from casein.

Since a large percentage of the domestic production of textiles is normally exported, drastic curtailment of production would be necessary to affect the domestic supply of fabrics.

f. Silk. Italy is Europe's largest producer of silk and the third largest world producer after Japan and China. About 80 percent of the output is normally exported. About 90 percent of the output comes from northern Italy; Lombardy and Veneto supply about 70 percent of the total.

g. Hemp. Italy is second only to the Soviet Union as a world producer of hemp. About 60 percent of the annual crop is grown in Emilia, the remainder in Campania.

h. Jute. Italy is totally deficient in jute. She was dependent almost wholly on India for raw jute.

i. The following table shows the production of agricultural raw materials in Italy: average annual for 1936-1938, with percentage of self-sufficiency:

Product	Unit	Production	Percentage Self-sufficiency
		Thousands	
Cotton, raw	Bale	25	9
Rubber, crude	Lb.	0	0
Wool, raw	Lb.	38,000	43
Jute, raw	Lb.	0	0
Hemp, raw	Ton	111	137

Minerals.

a. Italy's mineral resources are meager. Italy is deficient in coal, petroleum, iron and steel, ferro-alloys, copper, nickel, tin,

magnesium. She is sufficient in aluminum mercury, and sulphur. She is approximately sufficient in zinc and lead, imports being normally somewhat in excess of exports.

b. Deficiency items.

(1) Iron; steel. Italy's domestic production of iron-bearing ores is adequate to yield annually about 80 percent of the national pig iron production capacity. This is adequate for about 30 percent of the capacity requirements of the steel industry. Steel production has decreased primarily because of decreases in iron and steel scrap imports. Other causes are the decreased rate in domestic pig iron production and decreased imports of other primary materials.

(2) Ferro-alloys.

(a) Manganese. Italy's domestic manganese resources are sufficient for about 45 percent of her normal requirements.

(b) Chromium. The domestic production is practically nil. Dependency on imports is about 98 percent of normal consumption. Chrome ore has been received from Albania. Italy may be getting chromite from Greece.

(c) Vanadium, tungsten, molybdenum, titanium. Italy is practically 100 percent dependent on foreign supplies.

Vanadium is recovered from naphtha soot collected from the smokestacks of ships and industrial plants at a plant at Rivarolo (Genoa.) Construction of a new plant at Serra Riccò, near Genoa, was contemplated.

(3) Copper. Italy produces about 12 percent of her copper requirements. The present shortage may be serious.

(4) Nickel. Practically Italy's entire requirements must be supplied from foreign sources. Italy may be receiving a small quantity from Norway, under German control. The present shortage may be critical.

(5) Tin. Some tin is obtained from deposits and ore dumps in Tuscany and Sardinia. However, the bulk of Italy's require-

ments is normally supplied by imports. Italy may now be practically without stocks of tin.

(6) Magnesium. The increased use of magnesium as an alloy for aluminum has caused a shortage in magnesium. Inadequate supplies of magnesium have caused a decline in the production of duraluminum. Magnesium was begun to be produced at Bolzano in 1940. There may be another plant at Palmas Suergiu, Sardinia, for the production of metallic magnesium from dolomite.

c. Sufficiency items.

(1) Aluminum. Primary production is obtained from domestic ores, primarily bauxite. Hydroelectric resources favor production.

Late unofficial reports placed the rate of production of aluminum at 40,000 tons per annum -- a rate that, according to the press, was being steadily increased.

Primary aluminum is produced at Bolzano, Mori, Porto Marghera (Venice), and Borgofranco d'Ivrea. The Carpelli plant at Leghorn produces aluminum also. A 450,000,000 kw. hydroelectric project at Bressanone began operations in September, 1940; a 600,000,000 kw. project at the Resia Lakes was to be completed in 1941.

There are alumina plants at Bussi sul Tirino, Civitavecchia, Montecatini, Neuhausen, Porto Marghera, and Treviglio. The alumina and potash plant at Castellina in Chianti was being extended; a new one was to be constructed at Orvieto, based on leucite raw material.

(2) Zinc. Self-sufficiency is to some extent relative, as there have still been net imports. The entire primary production is derived from domestic ores, mostly blende.

(3) Lead. Though lead is classed as a "sufficiency" item, output is actually below requirements, possibly by about 10 percent.

(4) Mercury. Italy's quicksilver resources are far in excess of normal domestic requirements.

The Monte Amiata and Siele mines are noteworthy.

(5) Sulphur. Italy, including Sicily, is the world's second largest producer of sulphur. Production is dependent on demand.

d. The following table summarizes Italian output of certain mineral items for 1935 through 1939 (in metric tons):

	1935	1936	1937	1938	1939
Iron ore (including manganiferous)	568,754	858,065	1,016,270	1,005,713	960(in ooo's)
Iron pyrites (including cupriferous)	833,202	865,254	914,524	930,312	977,669
Manganese	9,127	24,132	32,932	48,292	45.0(in ooo's)
Tungsten	5	11	5	7	-----
Molybdenum	------	861	46	12	-----
Copper(minerals)	------	675	3,820	22,700	-----
Nickel and cobalt	------	3	7,591	13,421	-----
Tin	------	4,034	5,678	494	-----
Magnesite	1,251	3,155	5,392	6,157	-----
Bauxite	170,064	262,246	386,495	360,837	483,965
Aluminum (from ore)	13,776	15,874	22,947	25,767	34,436
Zinc and ferruginous zinc	144,122	157,152	181,968	200,848	-----
Lead (from ore)	36,175	36,821	39,481	44,031	38,818
Mercury (minerals)	118,553	141,314	183,615	195,523	-----
Mercury, metallic	972	1,473	2,308	2,301	2,315
Sulphur, crude	311,950	327,568	343,525	380,345	355,826

Coal. Coal is one of Italy's most serious deficiencies. It is meager and poor in quality, having a high sulphur content. During 1938, Italian coal production accounted, in terms of energy, for almost 12 percent of total consumption and in terms of absolute volume for about 17 percent.

The following table shows Italian production of coal for 1935 through 1937 (in metric tons):

	1935	1936	1937
Anthracite	70,150	79,972	95,060
Coal and lignite, other	918,958	1,495,617	1,929,066

The following table shows Italian production of coal for 1938 and 1939 (in metric tons):

Origin and grades	1938	1939
Arsa and Sulcis	1,348,031	1,925,000
Anthracite	132,197	100,000
Lignite and bituminous schist	873,160	1,050,000

It is reported that the 1940 lignite output was 3,000,000 metric tons.

Since entering the war, Italy has been almost completely dependent on Germany for coal. Italy's supply from Germany may have been reduced after Germany began her Russian campaign. Italy's coal reserves may be very low. The use of coal for heating for the winter 1941-1942 was greatly restricted. Hydroelectric power partly makes up for the lack of coal.

Important centers of Italian coal production are the Arsa basin (Istrian peninsula) and the Sulcis basin (Sardinia).

Petroleum.

a. Supply. Petroleum is one of the most vulnerable points in Italian economy.

Italy's domestic production of crude petroleum is insignificant. The following table shows Italian petroleum production for the years 1935 through 1939 (in metric tons):

1935	15,977
1936	16,106
1937	14,351
1938	13,220
1939	12,045

It was believed that the 1939 rate of production continued through 1940.

The highest Italian estimate of Albanian production is 150,000 metric tons per annum. This combined output is sufficient for only about six percent of normal Italian requirements.

After Italy entered the war, Rumania was the principal accessible foreign petroleum source. It was estimated that imports from Rumania averaged 40,000 metric tons a month.

Adding estimated Rumanian imports to combined Italian and Albanian production, the total would appear to be adequate for about 26 percent of Italy's normal requirements.

Italian petroleum stocks may be very limited.

b. Oil fields. Italy's best oil fields are in Parma (province). The Government is spending much money in exploratory work in Italy and Albania.

c. Transportation. The four main routes for transporting Rumanian oil to Italy are: (1) by tanker via the Dardanelles and the Corinth Canal; (2) by rail to Salonika, whence transshipped by tanker through the Corinth Canal; (3) overland via the Danube to Vukovar and Osijek, where forwarded to Italy over the Zagreb-Fiume railway; (4) by rail through Hungary and Austria via Tarvisio.

Tank cars and trucks can transport but a small part of the oil supplies formerly carried by sea.

500 Italian tank cars are estimated to be the equivalent of an average Italian tanker.

Ports.

The principal ports equipped to receive crude oil are, going from east to west: Fiume, Pola, Trieste, Venice, Bari, Monopoli, Brindisi, Taranto, Syracuse, Catania, Messina, Naples, Leghorn, La Spezia, Genoa, Savona.

d. Refineries. There are oil refineries at Fiume, Trieste, Porto Marghera (Venice), Venice, Turin, Novara, Sarpo San Giovanni, Milan, Fiorenzuola d'Arda, Fornovo di Taro, Genoa, Migliarina (La Spezia), La Spezia, Leghorn, Bari, Naples, on the Tiber River (below Rome).

e. Storage. Petroleum products are stored as follows:

(1) Underground tanks (in excavations in mountainsides or on hilltops and covered with earth). A large underground fuel oil reservoir is built into Pellegrino (Palermo), Sicily. There are underground installations at Taranto, Brindisi and Bari.

(2) Underground cast-iron pipes 3 to 4 feet in diameter, 60 to 90 feet long. These pipes are buried 8 to 12 feet in the vicinity of air fields. Fuel may be pumped under pressure to waiting trucks or airplanes.

(3) Surface tanks are situated in all the important air force, tank corps, and motorized centers. Important tanks are situated in the vicinity of all large cities and at the ports of Venice, Brindisi, Taranto, Messina, Pola, Naples, Leghorn, La Spezia, Genoa.

Monopoli is a gasoline storage center.

Nitrates. Italy may be entirely self-sufficient in the production of nitrates primarily because of the extensively developed nitrogen fixation and superphosphate industries.

Chemicals. See par. 32.

Summary. The limited domestic supply of many minerals is a handicap to the Italian war effort. Most mineral stocks have been requisitioned. To conserve copper, chromium, and nickel, there have been substituted aluminum, iron, and light alloys in the electrical industry.

Efforts towards greater mineral sufficiency include exhaustive exploitation of all mineral resources and extensive development of hydroelectric power.

PROVISIONAL EDITION

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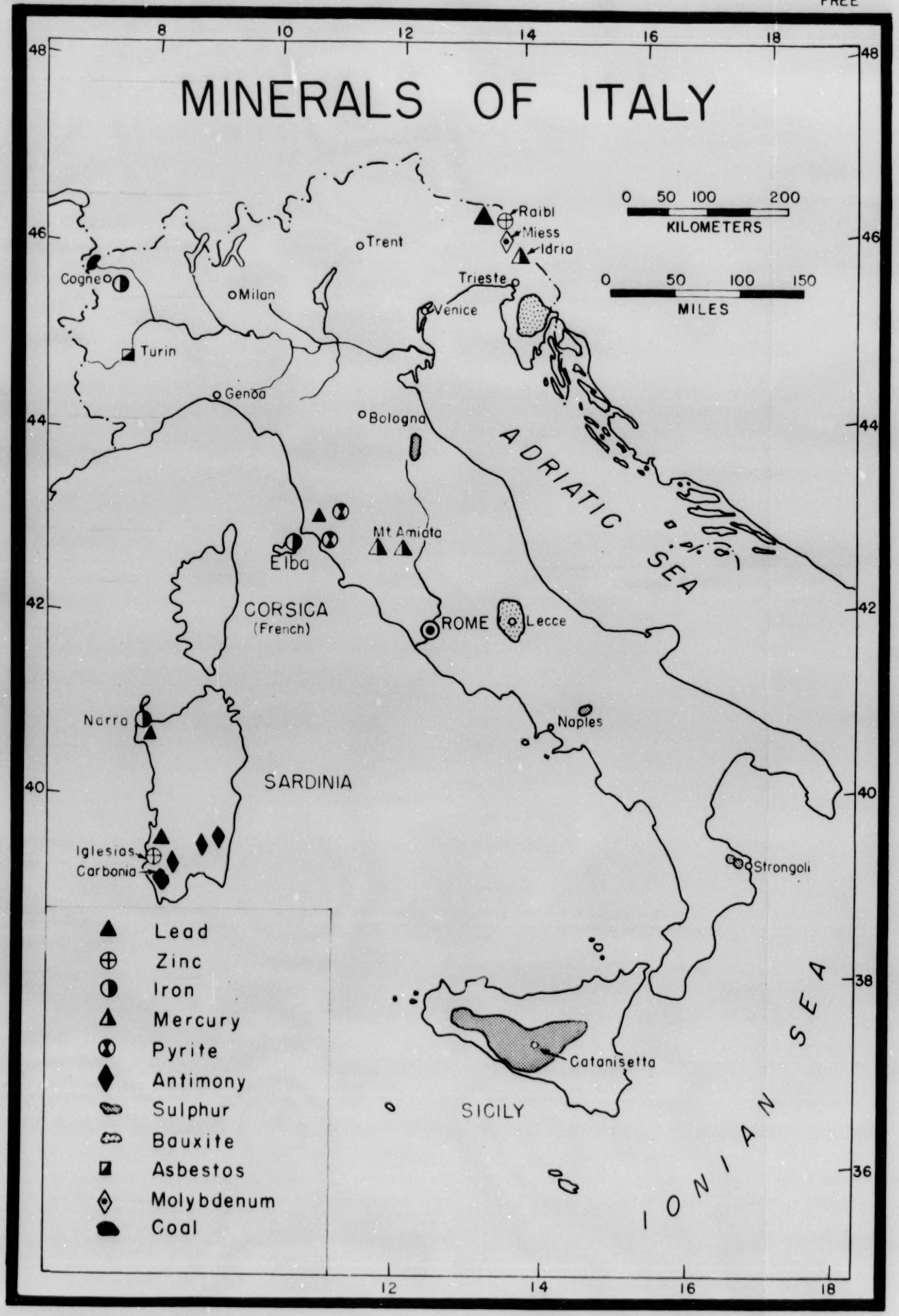
MINERALS OF ITALY



MAP NO 659, August 19, 1942

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32. Manufacturing.

Italian industry can produce sufficient industrial machinery and appliances to meet wartime requirements, provided Italy can obtain primary raw materials. Shortages of strategic raw material have confined manufacturing strictly to war purposes. Italy is almost entirely dependent upon Germany and German-occupied countries for raw materials.

Most Italian manufacturing is found in northern Italy, the bulk of heavy industry being within the triangle formed by Turin, Genoa, and Milan. Most of the industries in this triangle are within 100 miles of the French frontier. There has been a recent tendency to transfer some war industries to central and southern Italy.

Textiles; fibers. The textile industry has a dominant place in Italian manufacturing. Italy has exported textile materials and their products: woven cotton fabrics and woven woolen and hair fabrics; silk (chiefly raw silk); crude hemp; artificial fibers, chiefly rayon. A greater proportion of the hemp crop is being consumed in Italian mills than formerly. Substantial quantities are cottonized for spinning on cotton machinery. On the admixture of substitute fibers, see par. 31, under Agricultural raw materials, e.

a. Silk. Silk production is discussed in par. 31, under Agricultural raw materials, f. Besides producing raw silk from Italian cocoons, Italy normally imports the bulk of the cocoon production of the Balkans and the Near East. She is normally the chief reeling and throwing center of Europe.

The bulk of raw silk is usually exported. Only a small part of domestic production is consumed in Italy or exported in the form of manufactured products.

The importance of the industry is shown by the following figures:

Natural raw silk produced in Italian silk factories in 1935-1939, inclusive, (in metric tons):

1935	2,982.2
1936	2,812.2
1937	2,860.5
1938	2,739.152
1939	2,449.85

Italian silk exports (in metric tons):

	1937	1938	1939
Raw drawn silk	2,037.5	2,562.4	1.63(in 000's)
Silk waste and silk-waste yarn	1,554.2	1,040.1	--
Silk textiles	23,097.5	20,959.9	--

b. Artificial fibers. Italy today occupies a foremost place in the manufacture of artificial textile fibers. Noteworthy are: rayon (from cellulose); fiocco, a cotton substitute (from cellulose); lanital, a wool substitute.

The following figures show Italian production of rayon and rayon waste (in metric tons):

Year	Rayon	Rayon waste
1936	39,011.900	3,010.200
1937	48,331.200	3,508.400
1938	45,996.121	3,151.426
1939	53,610.270	3,489.838
1940	52,753.720	3,499.652

Italy has been one of the world's great exporters of artificial fibers. The importance of the industry is shown in the following export figures for 1937 and 1938 (in metric tons):

	1937	1938
Artificial fibers	25,853.398	23,908.772
Artificial fiber waste	17,793.758	15,485.262
Artificial fiber textiles	3,037.837	3,204.577
Textiles mixed with artificial fibers	6,119.172	12,355.157

The Italian synthetic cloth industry should be able to meet most demands made upon it: (1) large quantities of rayon and fiocco, formerly exported, could be made available for the domestic industry; (2) Italy's surplus of hemp and silk is available for the synthetic textile industry.

c. Location. Cotton industries center in Lombardy and Piedmont. They are also in Veneto, Liguria, and central and southern Italy. The woolen industry is established in Piedmont, Veneto, Lombardy, and Tuscany. There are small establishments in the Abruzzi, Lazio, and southern Italy. There are silk industry centers in Tuscany, Emilia, Lombardy, and Piedmont. The silk-stuffs industry is centered in the Province of Como. Other places of production are Milan, Varese, Turin, Cuneo, Naples.

The artificial fiber industry is centered in Lombardy and Piedmont. Other regions of production are Veneto, Emilia, Lazio, Abruzzi, and Campania.

Cellulose. Italy is a great consumer of cellulose. She uses it for artificial fiber, paper, and nitrates for explosives.

Italy is apparently still dependent on imports for her cellulose requirements. There has, however, been a marked spur to production, particularly since 1934. Italy produced 37,133 metric tons of cellulose in 1937; 40,634 in 1938; 60,314 in 1939.

Italian chemists are generally eliminating dependence on woodpulp and cotton linters by substituting the following domestic sources: hemp, corn stalks, wheat and rice straw, boughs and twigs of chestnut and beech trees, various canes. This may mean an approximate sufficiency.

Foggia is a cellulose manufacturing center.

Metal Industries. On basic mineral resources and sufficiencies, see par. 31.

a. Iron and steel industry. The Fascist threefold program of self-sufficiency, rearmament, and development of African territories is shown by increased production in the metal industries. Italian manufacturing

has become increasingly diversified in the heavy industries.

The following table shows production in iron and steel for 1935 through 1939 (in metric tons):

	Pig iron	Iron and steel, including iron for recasting	Steel ingots and castings
1935	633,383	2,330,900	2,212,100
1936	761,848	2,105,687	2,025,511
1937	801,181	2,175,195	2,098,729
1938	865,644	2,377,466	2,307,392
1939	1,005,107	2,320,836	-----

(1) Production centers. Cast iron centers are Piedmont, Lombardy, Veneto, Tuscany, Campania. Steel centers are Piedmont, Lombardy, Liguria, Tuscany, Umbria, Campania.

(a) Cogne. Good steel alloys produced.

(b) Genoa. Center of the finished steel industry. Important factories at Sestri Ponente (pig iron foundry); San Pier d'Arena; Voltri (small forgings); Sestri Levante (Province of Genoa).

(c) Savona. Steel works, rolling mills, rail manufacture.

(d) Conegliano. Adjoining the Ansaldo factory is the Stabilimento della Vittoria, one of the most important steel plants in Italy (steel foundries, forging works, ordnance).

(e) Milan (Gambaloita district near Milan). Steel rolling-mills. Steel foundry.

(f) Terni. Modern steel plant, also producing chemical by-products.

(g) Venice (Porto Marghera). Steel rolling-mills.

(h) Brescia. Ordnance. Cast-iron engine blocks for German tanks reported to be produced at plant of Societa Nazionale dei Radiatori.

(i) Dezzo. Industries: ferro-chromium, ferro-manganese, ferro-silicon.

(j) Leghorn. Castings for Navy, 80 mm. shells, cast-iron brake shoes reported to be produced at plant of Società Nazionale dei Radiatori. Steel finishing, pneumatic tools, and machine tools at Carpelli plant.

(k) Piombino. Blast furnaces.

(l) Portoferraio. Blast furnaces.

(m) Castellammare di Stabia. Steel mills.

(n) Bagnoli (Naples). Blast furnaces.

b. Copper industry. The following table shows Italian production of copper (directly from the blast furnace) for 1935 through 1939 (in metric tons):

1935	360
1936	469
1937	1,465
1938	2,963
1939	2,576

Leghorn is described as the "copper center" of Italy, producing also wires and cables.

On aluminum and lead, see par. 31, under Minerals, c.

On oil refineries, see par. 31, under Petroleum, d.

Military and naval manufactures; arms and munitions. The Italian Army must rely on current production in Italy or on Germany for replacements. Early in 1939, Italy's war industries comprised 876 factories, employing about 600,000. Given enough raw materials, they can supply most of Italy's military equipment; these factories, with additional buildings, are probably supplying the bulk of Italian Army needs.

Location (Areas)	Production
Brescia	Antitank, antiaircraft and light machine guns. Light and medium artillery. Largest small arms factory in Italy, principal producer of "Carcano M.91" rifles and carbines. Cartridge cases for all calibers.

Location (Areas)	Production
Florence	All kinds of precision instruments including fire control, searchlight, optical and radio apparatus. Submarine mines and bombs. Ammunition for small arms and anti-aircraft guns.
Gardone Val Trompia	Small arms.
Genoa Including San Giorgio	All types of army and naval guns, tanks and torpedoes. Light and medium artillery. Fire control instruments, sights, range finders and precision instruments.
La Spezia Odero	Light and heavy guns.
Leghorn	Marine torpedoes and submarines. Motor torpedo boats (MAS)
Marina di Pisa	Rifle cartridges, bombs, grenades, naval torpedoes, AA shells and MAS boats. Submarines. Motor torpedo boats (MAS).
Milan	Antiaircraft cannon, machine guns. Antitank, antiaircraft and light machine guns.
Naples	Heavy naval and seacoast guns. Armor plate and heavy steel products. Artillery repair and assembly plant. Motor torpedo boats. Torpedo assembly plant. Munitions (unspecified). Foundry, specialized naval machinery, artillery. Submarines. Assembly plants (MAS). Repair and assembly base for submarines and destroyers.
Rome	Propellants and explosives, optical and precision instruments.
Sesto San Giovanni	Small guns, gun carriages, light and heavy projectiles.
Terni	Armor plate. Cannon, light and medium artillery.
Triesto Including Monfalcone	Submarines. Motor torpedo boats (MAS).
Turin	Tanks, heavy machine guns, trucks. Manufactures small and medium caliber guns, repairs and assembles artillery guns and carriages. Small arms. Cartridges.
Venice	Projectiles, torpedo warheads, incendiary bombs, MAS boats. Marine torpedoes.

Chemicals. Italy's chemical industry produces most of Italy's chemical supplies, which compare favorably with the best chemical products of the

United States, Great Britain, Germany, and France. The industry has developed principally along electro-chemical lines, because of an abundance of water-power, sulphur, and salt. The bulk of the industry comprises nitrogen fixation and superphosphate plants, which, before the war, manufactured practically all the chemical fertilizers which enable Italy to maintain her present rate of agricultural production. Sulphuric acid and superphosphates are Italy's best developed chemical products. Italy is the second largest producer and consumer of superphosphates in Europe.

Paints for aviation and related chemical products are apparently being produced in adequate quantities because of increases in the production of nitrocellulose and glycerophthalic base products and dulox.

Italy can produce the major part of her own medicinals and pharmaceuticals.

Italian chemical manufactures	Location
Acetic acid	Villadossola
Alkalis and caustic soda	Monfalcone (soda ash) Rosignano Marittimo (soda ash)
Ammonia, synthetic	Merano Novara
Ammonium nitrate	About two miles south of Merano Novara
Ammonium sulphate	About two miles south of Merano
Calcium carbide	Ardenno Ascoli Piceno Cedegolo Domodossola Plants near the Swiss border at the outlet of the Simplon Pass; plants in Lombardy and Piedmont. Marbegno Papigno Ponte San Martino (formerly Pont-Saint-Martin) Porto Marghera (Venice) (probably) Sellero Terni

Italian chemical manufactures	Location
Calcium cyanamid	Ascoli Piceno Domodossola Papigno Porto Marghera (possibly) San Marcelo (suburb of Aosta) Terni (possibly)
Citric acid	Catania (north and south) Carrabba Palermo Pinigotto Tremestieri Reggio di Calabria (San Giorgio)
Heavy chemicals This industry is made up of a relatively large number of small units.	Abbadia di Stura (north of Turin) Arquata Scrivia Bruzzano Carata Brianza Rho
Nitric acid	Novara San Guiseppe di Cairo (Savona)
Nitrogen (fixation) The largest plant in Italy	About two miles south of Merano
Nitrogen, synthetic	Apuania Bussi sul Tirino Crotone Dollegna di Còllio Nero Montoro Oschiri San Giuseppe di Cairo (Savona) Terni Vado Ligure
Pharmaceuticals	Cengio Settimo Torinese
Sulphuric acid) Superphosphates) Some 85 plants in all	(Crotone (Novara (Throughout peninsula

Chemical warfare products. Italy has been able to manufacture disabling and lethal gas in quantities greater than sufficient for her own use since World War I.

In 1937, the following chemical warfare agents were manufactured: mustard gas (3 to 18 tons daily); chloropicrin (up to 4 tons daily); D.A. (1½ to 2½ tons daily); smoke-producing liquids (3 to 20 tons daily).

The following appear to be produced: CAP; "Peril No. 1"; various tear gases; flame-throwing liquids.

Product		Place of manufacture
Phosgene	Now being manufactured:	Montecatini Rho
	During the past 10 years, known to have been in production:	Bussi Officine, in Bussi sul Tirino Cengio Cesano Maderno Foggia Naples
Trichlorethylene-formic acid A new disabling and lethal gas		
	May be in production at the rate of 40 tons a day in:	Cengio Rumianca

Italy has manufactured, for a number of years, preparations for neutralizing poisonous gases.

Explosives. Italy can produce enough of most types of explosives used by the Italian armed forces. Apparently considerable quantities of these are on hand.

The largest military explosives plant is about 10 miles southeast of Orbetello.

Although full information on production is lacking, about 12 explosives plants generate over 1,000 horsepower, and about six generate less than 1,000 horsepower.

The new explosives pentrite (nitrogen, methyl alcohol, formaldehyde, acetic aldehyde) and T-4 (formaldehyde, calcium oxide, and ammonia) are considerably
/efficient. Since Italy entered the war, there has probably been an appreciable increase in the production of dynamite, tritol, nitro-acetyl-cellulose powder, and diglicol (a substitute for glycerin, which she lacks). P.H. and nitro tetriol can also be made from Italian raw materials. The efficiency of these is not definitely known. Anti-sanctionite and hexogen (hexethylene-tetramine-nitrate) may not be very successful.

Product	Place of manufacture
Explosives	Taino (important plant)
Dynamite	Avigliana Bussi Officine, in Bussi sul Tirino Carmignano D'Allemandi

Product	Place of manufacture
Munitions	Angera Boceda About 10 miles southeast of Orbetello Pallerone, in Aulla Villafranca di Lunigiana
Pentrite	Cengio Cesano Maderno Rho

Aircraft production. Effective production probably does not exceed 450 planes a month.

Italy's potential may be affected by: (1) shortage of materials, including high-grade steel, duraluminum, and plywood (there have been competing demands for aluminum, particularly as a substitute for copper in the electric-power industry); (2) shortage of Italian skilled aircraft workers, many of whom have gone to Germany; (3) the use of Italian factories for making aircraft parts for assembly in Germany.

Airplane industry: location.

Apuania
Borgomanero (Piedmont)
Brescia
Cameri (Novara)
Castellammare di Stabia
Condove (Turin)
Elmas
Finale Ligure
Foligno (Umbria)
Gallarate (Campo di Casina Costa)
Genoa (Sestri Ponente)
La Spezia
Lonate Pozzolo
Malpensa
Marche
Marina di Pisa (Tuscany)
Milan (Taliedo)
Monfalcone (Trieste)
Monte Colino (Lake Isco)
Naples
Passignano nel Trasimeno
Pisa
Pistoia
Pontedera (Tuscany)
Ponte San Pietro (Bergamo)
Predappio
Reggio nell' Emilia
Rome (Lido di Roma
(Littorio Airport
(Torre Gaia

Airplane industry: location. (concluded)

Ronchi dei Legionari
San Giusto
Sant' Anna (Lago Maggiore)
Sesto Calende
Sesto San Giovanni
Taranto
Trento
Turin
Varese-Schiranna
Vercelli
Vergiate (Lombardy)
Villanova d'Albenga
Vizzola Ticino (Varese)

An airplane factory was reported to be in the course of construction at Pomigliano d'Arco (May, 1941).

Airplane motors. Made in:

Finale Ligure
Genoa (Sestri Ponente)
Milan
Pisa
Pontedera
Reggio nell' Emilia
Rome
Turin

Research and development. At Montecelio, near Rome, there was reported to be the Central Research Laboratory (for aeronautics), having a large aerodynamic tunnel and a hydrodynamic tank.

33. Utilities.

Electric power. Italy has exploited its water power. Water power supplies about 90 per cent of the energy used to produce electricity.

Italy obtains electricity not only from water power, but also from thermic and geothermic sources.

Before the war, Italy imported a small percentage of her total supply of electric power from Switzerland.

The following table shows Italian electric energy produced and imported (in 000's of kw. hours) in 1937-1939:

Produced		Imported (from Switzerland)
Hydroelectric	Thermoelectric	
14,391,179	569,350	193,609

PROVISIONAL EDITION

FREE

ITALY
MAIN POWER PLANTS AND TRANSMISSION LINES

0 50 100 150 Kilometers

0 25 50 75 100 Miles

SWITZERLAND

AUSTRIA

FRANCE

YUGOSLAVIA

LIGURIAN SEA

ADRIATIC SEA

TYRRHENIAN SEA

IONIAN SEA

CORSICA (French)

SARDINIA

SICILY

LAGOSTA

Cordevalle

Isonzo

Trento

Trieste

Brescia

Novara

Milan

Venice

Verona

Fiume

Turin

Genoa

Bologna

La Spezia

Ventimiglia

Florence

Leghorn

Ancona

Terni

Pescara

ROME

Bari

Naples

Oschiri

Cagliari

Palermo

Piana de Greci

Catania

8 10 12 14

46 44 42 40 38

12 14 16 18

LEGEND

- Hydro-electric Plant
- Thermo-electric Plant
- Geothermic Plant
- Transformer Station
- ---- Transmission line which carries less than 100,000 volts
- —— Transmission line which carries more than 100,000 volts

MAP NO. 661, JULY 30, 1942

DRAWN IN THE GEOGRAPHY DIVISION, O.S.S.

	Produced		Imported (from Switzerland)
	Hydroelectric	Thermoelectric	
1938	14, 298,274	809,888	244,324
1939	16,425,463	1,045,191	213,032

The following table shows electric power production as of 1940:

Type of plant	Capacity (H.P.)	Annual production (in millions of kw. hours)
Water power (hydroelectric)	5,054,895	17,900
Thermic (thermoelectric)	896,040	900
Geothermic	70,300	400
Total	6,021,235	19,200

As of 1940, Italy had 1,347 electric power plants, as follows:

Water power (hydroelectric)	1,159
Thermic (thermoelectric)	183
Geothermic	5

An important number of hydroelectric plants have been under construction during the past two years. It is believed technically possible to develop 56 billion kilowatt hours annually. Italy's power potential might be affected by the critical copper shortage.

There may be an excess of power after all users of electricity have received their full quotas--manufacturers, the public services, including railroads; and in view of the reduced activity in the mercantile industries.

Location of plants. Electric power plants are found throughout Italy.

a. Hydroelectric. The greatest concentration of hydroelectric power is in the lake region of northern Italy in the area between the line Milan-Brescia and the Swiss frontier. The Turin district is supplied by plants along the French border from Lago Maggiore to Ventimiglia. Hydroelectric systems of lesser importance are: (1) between the port of Genoa and the naval base at La Spezia; (2) in the Umbrian Mountains northeast from Rome, the largest and most important center being at Terni; (3) in the Apennine range northeast from Naples.

In the Upper Adige, important plants—for example, at Bressanone—are installed underground.

Developments in the Terni region are not clear. It was reported that there was an additional power plant supplying the transmission system Terni-Rome.

In Sardinia: At Tirso, is a large power center. Here is an artificial lake said to be the largest in Europe. The power house near Oschiri is built underground.

See also par. 31, Minerals, c (1).

b. Thermoelectric. There are thermoelectric stations at Catania, Palermo and Porto Empedocle. Thermoelectric stations are probably found at Genoa, Leghorn, Naples, Turbigo, Venice.

c. Geothermic. There is a large power plant operating on steam from thermal springs in the neighborhood of Castelnuovo di Porto and Monterotondo, near Rome.

The Italian system of power distribution is so organized that a number of stations can be made to serve the same line. Therefore, the bombing of a single station does not necessarily mean the disruption of service.

Illuminating gas. During the financial period 1938-1939, Italy consumed 4,019, 973.2091 cubic yards of illuminating gas (product of industries subject to manufacturing tax).

Illuminating gas is furnished in Bologna, Florence, Genoa, Milan, Naples, Palermo, Rome, Turin, Trieste. Two-thirds of the total consumption is in northern Italy, the districts of Lombardy, Piedmont and Liguria consuming over half of the town gas supply (1938).

Gas utilities are not highly developed. The use of gas has been restricted almost exclusively to kitchen ranges and, in a lesser degree, to household boilers. Consumption for street and

private lighting is extremely small, not to say negligible. The gas industry still retains its local character.

While several of the larger plants, as those in Milan and Rome, have been enlarged and had their older equipment modernized, the industry as a whole suffers from the obsolescence of the greater part of its equipment.

Water works. Italy has endeavored to provide all parts of the country with adequate water services and drainage.

From 1928 to July 1, 1940, aqueduct construction was:

Number:	759
Length of conduits (in miles):	1522.729322
Population served:	736,439

The Apulian aqueduct carries water from the western slopes of the Apennines above Naples, over and through the mountain chain to the Apulian provinces. The main aqueduct is (1939) 1600 km. (994.192 mi.) long. From this, water is conveyed to 250 municipalities. The work was reported to be rapidly approaching completion.

Refrigeration. There are refrigeration and refrigeration facilities in the larger Italian cities. According to the industrial census of 1937-1940, Italy had 1307 refrigeratories and ice plants, of which 1263 were in active operation.

34. Railroads.

Italy has State and non-State, or private, railroads. State railways are greater in number and the more important. The system is divided into regional departments: Turin, Genoa, Milan, Venice, Trieste, Bologna, Florence, Ancona, Rome, Naples, Bari, Reggio di Calabria, Palermo. In Sardinia, there is the Cagliari division.

As of December 31, 1940, Italy had 14,286.53904 miles of lines, State and private. The total length of the

Due to its large size, the following document has been filmed in segments. The order of the segments is as follows: left to right, top to bottom.

PROVISIONAL EDITION

FREE

ITALY
RAILROADS

0 50 100 150
Kilometers

0 25 50 75 100
Miles

8 10 12 14

46 44 42 40

SWITZERLAND
AUSTRIA
BRENNER PASS
SIMPLON TUNNEL
FRANCE
Trento
Udine
To Zagreb
Novara
MILAN
Brescia
Vicenza
Verona
TRIESTE
VENICE
Padua
Fiume
TURIN
Alessandra
Cremona
Legrego
Parma
Perrara
Genoa
BOLOGNA
Savona
Rimini
YUGOSLAVIA
Ventimiglia
Pisa
Florence
Leghorn
Ancona
LIGURIAN SEA
ADRIATIC SEA
Arezzo
LAGOSTA
ELBA
Orbetello
Pescara
CORSICA
(French)
Civitavecchia
Peschici
ROME
Foggia
Bari
Rocchetta
NAPLES
Salerno
Potenza
Brindisi
Taranto
TYRRHENIAN SEA
SARDINIA
Cagliari
Crotone
Messina
Palermo
Trapani
Reggio Cal.
TRAIN FERRY
Catania
Agrigento
Syracuse
Regusa
SICILY
PANTELLERIA
IONIAN SEA

LEGEND

- Standard gauge, double track
- Standard gauge, double track (electrified)
- Standard gauge, single track
- Standard gauge, single track (electrified)
- Narrow gauge
- Narrow gauge (electrified)
- Under construction

12 14 16 18

MAP NO 655 SEPTEMBER 4, 1942

DRAWN IN GEOGRAPHY DIVISION, O.S.S.

State railways was 10,581.30973 miles, of which 3,221.80345 had electric traction. (This included 19.26247 miles of trunks beyond the borders operated by the Italian State Railways.) The total length of the private railways was 3,705.22931 miles, of which 1,122.81559 had electric traction. (This included 12.4274 miles in the Republic of San Marino.)

As of December 31, 1938, electric traction State railroads were found throughout the peninsula except Lucania. There were none in Sardinia and Sicily. Of the private railways, electric traction was found in Piedmont, Liguria, Lombardy, Venezia Tridentina, Emilia, Tuscany, Marche, Umbria, Lazio, Abruzzi and Molise, Campania, Puglie. There may now be some electric traction lines in Sicily, dependent on the hydroelectric plant at Piana dei Greci.

The Brenner line, it appears, is entirely electrically operated, getting its power from the new Bolzano hydroelectric development. In November 1941, Bologna and Trent were linked by electric traction.

There were reported to be (February, 1942) 33 power stations totaling 521,860 kw., securing the energy required by the State system.

Double trackage. Except for Brindisi and Bari, all the important industrial and demographic centers are connected by double track lines. The Brenner line is believed to be double-tracked throughout, with the possible exception of a few relatively short sections.

Gauge. a. As of December 31, 1940, the State railways (not including trunks in operation beyond the borders) were officially described as "standard" gauge, except for slightly over 41 percent of the lines in Sicily and a rather small part of the lines in Venezia Tridentina. "Standard" gauge in Italy, however, may not necessarily mean international standard gauge, which is 1.435 m., or 4'8½". Until April, 1, 1931,

the Italian standard gauge was 1.445 m., or 4.740756'. No change has apparently been made from "Italian" to international standard gauge on the State railways, for recent information indicates that the Italian wide gauge on State railways is 1.445 m. The slight difference did not or does not--according to Italian opinion--prevent the exchange of vehicles with other lines.

b. Recent information indicates that the narrow gauge for Italian State railways is .95 m., or 3.11676'.

c. Of the private lines (not including trunks in operation beyond the borders), "standard" gauge was found (December 31, 1940) in Piedmont, Lombardy, Venezia Tridentina, Veneto, Emilia, Tuscany, Umbria, Lazio, Campania, Puglie. This appeared to be in many cases (1940) 1.445 m. One line--Central Umbra (Esercizio Ferrovia Centrale Umbra)--appeared to be (1940) 1.435 m. Narrow gauge was found (December 31, 1940) in all the compartimenti. This appeared to be (1940) .95 m., or 3.11676' in many cases. 1 m., or 3' 3 3/8", appeared to be (1940) the gauge for a line in liquidation--Apennine Central (Arezzo-Fossato).

The State railway system operates train ferry service between the peninsula and Sicily.

Interurban tramways (as of December 31, 1940):

a. Number of lines: 166 (139 electric traction)

b. Length of lines (miles): 1379.4414 (956.9098 electric traction)

Rolling stock. Rolling stock on the State railways at the end of the financial period 1939 - 1940 ("standard" and narrow gauge lines) was:

Locomotives and auto railcars:	Number
Steam	4,177
Electric	1,624
Other traction engines	783

(225 1)

Passenger and postal cars	8,591
Baggage cars and freight cars (wagons)	134,489

Rolling stock on other railways (tentative) (1940):

Locomotives

Steam	310
Electric -	72
Diesel	1

87 locomotives, some of which probably electric

Passenger cars	1,476
Carriages (steam)	343
Freight cars (wagons)	5,165
Electric motor cars	95
Electric railcars	5
Diesel railcars	15
Petrol railcars	39
Railcars	10
Luggage wagons	6
Driving trailers	26
Miscellaneous rail vehicles	28

Italy has a considerable number of small 2-axle 4-wheel freight cars.

Most Italian passenger and baggage cars compare favorably with European and American standards in carrying capacity.

Refrigerator cars. At the end of the financial period 1939-1940, there were 4647 refrigerator and isothermal cars--4492 with ice chambers, 155 without.

Coal cars; tank cars. Of the total number of freight cars, there may be about 6000 coal cars and about 3000 tank cars. The figure for tank cars may not include: (1) tank cars used exclusively in Government service before the war for trans-

porting petroleum products; (2) tank cars used for transporting chemical products and water.

Troop cars. a. All freight cars, exclusive of coal and tank cars, and all passenger and baggage cars can be used as troop cars.

b. The capacity of the average Italian freight car for military transport may be 40 men or 8 horses, the European standard. However, this figure may be large because of the considerable number of comparatively small freight cars.

Italian rolling stock is inadequate for the increased traffic coming through Italy's northern frontiers. Large numbers of German tank and coal cars supplement Italian cars for that traffic.

Rolling stock: manufacture.

a. Locomotives -- steam and electric. These are manufactured in Sesto San Giovanni (Breda company); San Pier d'Arena, in Genoa (Ansaldo company); near Milan, on the way to Gamboloita (Brown Boveri company).

b. Cars. These are manufactured in:

Arezzo

Brescia (Franchi Gregorini company)

Follonica (minor factory)

Lovero (Franchi Gregorini company)

Modena

Sabigliano, near Turin

San Giovanni a Teduccio, in Naples (Officine Meridionali -- the "Fiat of the South")

Saronno

Reggio nell' Emilia

The following large companies manufacture cars:

Ansaldo

Breda

Fiat

c. Rails. These are manufactured in Bagnoli (Naples) and Savona.

Rolling stock: repair shops (June, 1941). The principal rolling stock repair shops are located at:

Bologna	Foggia;	Rome (Trastevere)
Catania	Granile	Turin
Florence	Messina	Vicenza,
		Voghera.

Although the capacity of individual workshops is not known, they are well equipped and capable of maintaining the rolling stock in good condition.

Locomotive workshops (June, 1941). Main repair workshops are found at Bologna, Genoa, Rome, Turin.

Workshops for repairing steam locomotives are at:

Ancona	Lecce	Reggio di Calabria
Bari	Leghorn	Rimini
Benevento	Messina	Salerno
Catania	Naples	Taranto
Civitavecchia	Palermo	Torre Centrale
Faenza	Paola	Sulmona
Florence		
Foggia	Pescara	Verona
Foligno	Pietrarsa	Vicenza
La Spezia	Pisa	Villa San Giovanni

These workshops are fully equipped to handle all heavy repairs. They can keep the existing locomotives in good order.

Locomotive roundhouses (June, 1941).

a. Large roundhouse type sheds built for steam locomotives. Typical roundhouse depots are found at Milan (Lambrate), Naples and Palermo, each with a capacity of over 200 locomotives.

Due to its large size, the following document has been filmed in segments. The order of the segments is as follows: left to right, top to bottom.

PROVISIONAL EDITION

FREE

ITALY
HIGHWAYS

0 50 100 150
Kilometers

0 25 50 75 100
Miles

SWITZERLAND
AUSTRIA
FRANCE
LIGURIAN SEA
TYRRHENIAN SEA
ADRIATIC SEA
IONIAN SEA
YUGOSLAVIA
CORSICA (French)
SARDINIA
ELBA
LAGOSTA
PANTELLERIA
SICILY

Brenner Pass
to Innsbruck
Stelvio Pass
Simplon Pass
to Berne
to Zurich
St. Bernard Pass
to Modane
to Zagreb

MILAN
Como
Brescia
Trent
Udine
Treviso
Trieste
Fiume
Verona
Padua
Venice
Mantua
Turin
Alessandria
Piacenza
Cremona
Parma
Ferrara
Modena
Bologna
Ravenna
Rimini
Cuneo
Savona
Genoa
Spezia
Imperia
Ventimiglia
Pisa
Leghorn
Florence
Siena
Arezzo
Perugia
Ancona
Terni
Rieti
Aquila
Pescara
Civitavecchia
ROME
Arezzano
Roccaraso
Termoli
Arce
Vinchiaturo
Foggia
Terracina
Benevento
Grottaminarda
Bari
Naples
Potenza
Matera
Brindisi
Salerno
Lecce
Taranto
Scanzano
Galatone
Sapri
Castrovillar
Paolo
Cosenza
Crotone
Catanzaro
Marina
Messina
Reggio Cal.
Palermo
Trapani
Enna
Catania
Agrigento
Gela
Syracuse
Pausania
Sassari
Nuoro
Macomer
Cagliari

6 8 10 12 14
46 44 42 40 38
12 14 16 18

LEGEND

State Motor Highways
Super Highways
Mountain Passes

MAP NO. 656, JULY 29, 1942

DRAWN IN THE GEOGRAPHY DIVISION, O.S.S.

b. Large mixed sheds for steam and electric locomotives. The depots at Bologna, Milan (Greco), Leghorn and Foggia are typical. Each houses 150-200 locomotives.

c. Small sheds for steam locomotives only. The running shed at Catanzaro, with a capacity of about 30 locomotives, is typical.

d. Small sheds for steam and electric locomotives. The running sheds at Cuneo and Benevento, each with a capacity of about 30 locomotives, are typical.

35. Roads.

Italy, including Sardinia and Sicily, is served by a network of main and secondary roads. They parallel most of the railroads.

Italy has international highways leading across her northern frontiers. Many of them cross the Alps through mountain passes.

Classes of highways.

a. State roads. These, maintained by the Government, represent the basic network of national highways. The Government can classify a road as a State road and assume responsibility for maintenance, or declassify a State road and thereby relieve itself of the cost of maintenance.

b. Provincial roads. These are constructed under the direction of and maintained by provincial authorities. The Government can make a contribution or loan for construction or maintenance.

c. Communal roads. These are constructed under the direction of and maintained by communal authorities. The Government can make a contribution or loan for construction or maintenance.

d. Consortial roads. These are constructed and maintained directly by industrial interests.

c. Special motor highways. These are for facilitating fast motor traffic. They are constructed, maintained, and operated, for a specified period, by semi-public or private concessionaires. The concessionaires can generally collect tolls during the period of concession, after which maintenance and operation pass to the Government.

Length. As of June 30, 1941, the State system of highways had a length of 13,117.74207 miles.

Condition. Many roads are macadamized.

New Development. Most new road construction has been confined to northern Italy. Important improvements have been made upon the approaches to a number of the trans-Alpine passes. A new coastal road, to be named the Tyrrhenian Highway, was to be constructed between Genoa and Savona, to take the place of the old Via Aurelia.

Public motor vehicle service. Public motor vehicle service lines are found throughout Italy (1939).

Motor vehicles.

a. Number. As of December 31, 1939, the registration of motor vehicles with the Public Automobile Registry was:

Type of Vehicle	Number
Passenger, or pleasure, cars	359,974
Busses	10,165
Motor trucks	109,579
Motorcycles	211,020
Trailer cars	15,237
Road tractors	1,069
Road machines	125

It was reported that as of May 20, 1940, there were registered in Italy the following motor vehicles:

Type of vehicle	Number
Passenger cars	375,000
Commercial trucks	113,000
Petroleum and gasoline tank-trucks with trailers (average capacity: 17 metric tons per truck and trailer)	2,000
Petroleum and gasoline tank wagons (average capacity: two to four tons)	1,000
Passenger busses	10,000
Motorcycles	220,000

b. Manufacture.

(1) Quantity. The following information is available for 1939:

(a) Production of frames	Number
Touring cars	56,008
Industrial cars	12,952

(b) Production of bodies	Number
Touring cars	48,997
Industrial cars	10,416

(2) Places of manufacture. The following is reported (June, 1942):

(a) Trucks. Heavy trucks are produced in Turin.

Fiat produces trucks.

(b) Busses. Busses are manufactured in Milan and Turin.

Fiat constructs chassis, engines, and bodies for busses.

Ansaldo and Breda manufacture chassis for trackless trolley-busses.

(c) Bus bodies. Bus bodies are produced in Varese and Milan.

Fiat and Ansaldo produce bodies for their busses.

(d) Electric motors for busses. These are manufactured in Milan, near Milan (Brown Boveri company), in Conegliano, in Vado Ligure.

(3) Manufacture in wartime. The manufacture of automobiles and motorcycles for civilian use was stopped in September, 1941.

36. Shipping.

Definitions.

Calata. Quay
Cantiere. Dockyard
Darsena. Wet dock, dockyard, basin (of a harbor)
Diga. Dike, seawall, breakwater, embankment
Molo. Mole (of a port)

a. Ports: capacity, facilities.

Note: Depth of water is depth on bar unless otherwise stated.

Agrigento. The town lies 5 miles inland.

Porto Empedocle, the shipping place of Agrigento, has a secure and commodious harbor. Depth at entrance 26'; in outer harbor 26' (here ships moor stern on); at quays 22'. Loading and discharge by ship's tackle at new quay; by baskets for loading sulphur at old quay. Railway at phosphate quay.

Pilotage. Mooring service.

Alghero. Good anchorage in summer in 8 to 10 fathoms about a mile from town, 4 fathoms about 5 cable-lengths off. Exposed to winds from S. and S.W.

Ancona. Depth at entrance 26' to 27'; at quays 24' to 25'. Steamers discharge alongside quays. Five 1-ton cranes. Electric cranes for discharging coal and phosphates. Small quantity of coal and oil available.

Pilotage. Mooring and unmooring.

Augusta (Sicily). The harbor is difficult to enter and a pilot should be employed; once inside, it is deep, spacious and secure. Depth of water at anchorage 13' to 26'. No cranes.

Avola (Sicily). An open roadstead, anchorage in 5 to 7 fathoms about half a mile off shore.

Bagnoli. See Naples.

Bari. Vessels of large dft. anchor in 17 fathoms, 1 mile off Bari. Harbor sheltered by two breakwaters, one 2,790' long. New harbor under construction. Depth at entrance 26' to 27'; alongside quay 15' to 24'. Hand crane to lift 5 tons. Railway to principal quays. Oil and naphtha bunkering; possibly coal bunkering.

Pilotage. Mooring and unmooring.

Barletta. Vessels lie alongside breakwater. Depth at entrance 22½' to 23'; at quay 23' to 24'. Railway connected with harbor. Largest vessel which has entered port: 6000 tons. Coal discharged at 500 tons per day; wine 500 hogsheads.

Brindisi. There being a depth of 32.808' (both inner and outer harbor), vessels drawing 26' to 27' can lie alongside quays. No dry dock accommodation, but harbor is safe and large. The channel is 328.08' wide, 32.808' deep, with quay accommodations on both sides. Floating dock capable of lifting ships up to 5,000 tons. Several floating cranes, one capable of lifting 100 tons.

Pilotage.

Cagliari. Harbor capable of holding about 30 vessels of medium size. Formed by two breakwaters opening toward S.W. Depth at entrance 34'; at quays 5' to 24'. Vessels drawing up to 19½' may moor at quays. Bunker coal always in stock. No fuel oil. 10 cranes.

Pilotage.

Carloforte (Island of San Pietro, Sardinia).

Depth at entrance from 25' to 28' at the first buoy, from this to second from 14' to 17'. Depth at quays 15'. No cranage.

Pilotage.

Castellammare di Stabia. Depth 39.3696' to 59.0544' at the mooring place off Mole Head; 28.54296' at the warehouse. Three cranes; conveyors and elevators.

Catania. A large harbor, capable of accommodating the largest ships. Depth of water in old port from 23' to 26'; in new part of Commercial Basin from 26' to 33'; in outer harbor from 30' to 33'. W. of entrance, 2296.56', depth 55'. Despatch: 600 to 800 tons of coal per day. Quays lighted by electric arc lights. One slip for craft up to 500 tons. Coal bunkering, 40 tons per hour alongside bunkering wharf. No oil bunkering.

Mooring and unmooring.

Chioggia. Depth at entrance 22.9656'; in basins 14.7636'; in outer port 26.2464'. Entrance is narrow, currents are strong; advisable to take a pilot. Loading and unloading by ship's tackle. Private crane at cement company's wharf.

Civitavecchia. Seaport of Rome.

Depth at entrance nearly 30'. Harbor is formed by two moles, and protected by a breakwater. Vessels drawing up to 22' are moored in the inner harbor; vessels drawing over 22' and up to 27' must be moored at the outer mole. Outer breakwater has been rebuilt: caution necessary in new entrance. Inner harbor works in progress. Ten cranes on shore for discharging lighters.

Pilotage. Mooring, unmooring and shifting.

Fiume. A fine harbor, formed by a breakwater. Depth at entrance 130'; at quays 27' to 30'. One floating dock of lifting capacity of 1,800 tons. Slips, dockyard (Cantieri

Navali del Quarnaro). The largest ships can lie alongside town quays. Electric cranes on quays carrying up to 1½ to 3 tons, one 6 tons. Fresh water cocks on all piers. Electric illumination; ready connection with ships for night work. Two official strong tugboats, with pumps and every accommodation for salvage, including electric reflector and diver. Two private tugboats. Coal and oil in sufficient quantity. Oil fuel pipes in petroleum harbor.

Pilotage: none, except inside the harbor; gratis, but obligatory. The harbor pilots must be taken on board.

Follonica. Depth at entrance 32.808'. An open roadstead. No docks. Steamers lie out about half a mile, and discharge into lighters. Private loading pillar in sea with overhead wire cable. Depth 15'.

Pilotage: optional.

Gallipoli. Situated on the E. side of the Gulf of Taranto on an island united to the mainland by a bridge, and is perfectly safe except at the entrance, where there is a blind rock ("Raffo") towards the N. at about 1312.32' from the light-house situated on the N. of the new quay. A bell buoy is placed on the rock. Depth at entrance 32.808'. Railway quay, depth 17.06016'; Lido quay, depth 26.90256'. Large vessels can come up close to the quay dredging to 22' water.

Pilotage. Mooring. Storage.

Gela. Anchorage about 2296.56' from quay 7 to 11 fathoms, sand and mud. Loading quay depth about 19.6848'. About 200 tons per day can be loaded or disembarked. Repairing establishment.

Genoa. Width of eastern entrance to harbor 820'; western entrance 341'. Width of entrance to inner harbor (from Calata G. Gadda to Ponte Paleocapa) 1,050'. Total area of port to western boundary, i.e. mouth of the Torrente Polcevera, 1005

acres; total area of quays 405 acres; total length of jetties and breakwaters 20,330'; total length of quays 58,600'; total length of external jetties((Molo Duca di Galliera and its westward extension, Molo Principe Umberto) 15,274'; length of western breakwater, from the mouth of the Torrente Polcevera to the entrance bounded by the Molo Principe Umberto, 2,623'. Average depth of water in the outer harbor 59'; average depth of water alongside external jetty from 49' to 72'. The largest vessel can enter the harbor. When present constructional work is completed, 130 ships will be able to tie up and carry out loading and discharging operations directly with the shore. Old Inner Harbor: water area 535 acres; depth of water from 23' to 40'; depth of water alongside quays from 23'6" to 36'1"; length of quays 39,700'. Equipment: 100 electric cranes and apparatus of lifting capacities of 1½, 3, 6 and 10 tons; 14 minor lifting machines with a capacity of 1½ tons; 43 electric coal hoists with a capacity of 4 to 5 tons; 74 miscellaneous hoisting machines of varying capacity; 74 hydraulic cranes with a lifting capacity of 1½, 2, and 10 tons; 6 cranes of various types; 1 grain silo of a capacity of 70,000 tons, with pneumatic suction equipment capable of discharging at the rate of 600 tons per hour from any one ship; 1 cold storage plant with capacity for 60,000 tons of meat and 2 smaller refrigerating stores with an aggregate capacity of 10,000 tons. Cotton storage warehouses covering a superficial area of roughly 861,092 square feet and specially equipped against fire. Warehouses for general merchandise covering a superficial area of more than 176,523.86 square feet. Bonded warehouses for the storage of goods for finishing and reexport abroad, covering a superficial area of approximately 231,418.475 square feet. Fuel oil storage tanks with a capacity of approximately 42,000 tons; mineral and lubricating and vegetable oil storage tanks with a total capacity of 37,000 tons;

fuel oil can be discharged directly from tanker into reservoirs. Passenger maritime station at Ponte dei Mille, with 4 moving berths for liners; direct landing facilities for passengers, waiting rooms. Similar facilities are provided at the branch maritime station on the Andrea Doria Pier, 830' in length, with a depth of 36' alongside. Victor Emmanuel III Dock: specially adapted for discharging coal; water area 160 acres, average depth of water 40', depth alongside quays 31' to 36'; length of quays 10,400'. Equipment: 40 traveling electric cranes with automatic coal grabs; moving accommodations for 16 large cargo steamers capable of being discharged simultaneously; capacity of dock for discharging coal 30,000 tons per day; the dock is served by a close network of railway sidings. XXVIII October Dock (under construction): 5 moles with connecting quays, already partly in use; water area 300 acres; average depth of water 40'; depth of water alongside quays 36'. Duca degli Abruzzi Harbor: situated at eastern entrance of harbor, for yachts only; water area 10 acres, depth of water 10' to 42', depth of water alongside quays 11½' to 28'7", length of quays 2,130'; fresh water is available at quayside.

Port lighting is effected by some 700 powerful electric lights. About 30 tugs are available, some of considerable power for towage in the open sea. Harbor equipment also includes a number of floating pontoon cranes, one with a lifting capacity of 150 tons and three with lifting capacities of 50 to 80 tons.

Pilotage service is under the control of the harbor master.

Marconi wireless telegraph station and repair works for wireless installation on ships.

Dry docks: 1 new dock parallel to Molo Guardiano, 919' long, 135 3/4' wide, 42'7" deep. Calata Grazie: 3 docks: No. 1--length 571', breadth 81'4", depth 28'6"; No. 2--length 702',

breadth 59'1", depth 26'; No. 3--length 853', breadth 105', depth 36'. Darsena Dry Dock: length 274'3", breadth 72'2", depth 22'8".

La Spezia. Depth where ships provisionally anchor, inside buoy, Commercial Harbor, 36'; at quays 24'. Two openings on land side of harbor, E. and W.; latter 400 yards wide, and former 200. A breakwater has been built 2½ miles from town across gulf. Six dry docks inside Government arsenal for use of Italian Navy, up to 705', available by arrangement. Shipbuilding and repairs in private yards. Mole in Commercial Harbor 164.04' wide; 26.2464' deep. Ample water for largest steamers at the quay, where they moor. Coal for Navy is discharged at Government coal wharf at Marola. Spezia-Parma Railway connected to Commercial Harbor. Floating steam cranes to handle any weights at Arsenal. Six large and two small electric elevators on traveling bridges on mole at Commercial Port. Two electric movable cranes for discharging grain, on the N. wharf. Minimum official discharging rates: coal, 600 tons per day; coke,400; patent fuel, 500; grain, 500; phosphate, 600. Discharging by: hand labor; wire and mats; elevators.

Pilotage: optional.

Leghorn. North entrance, between the extremity of the Diga del Marzocco and that of the Meloria so as to face N.N.W., depth 24.606' to 27.8868'. South entrance: first part, between the southern extremity of the Diga Curvilinea and the western extremity of the Diga della Vegliaia so as to face W., depth 32.808'; second part, between the southern extremity of the Diga Curvilinea and the lighthouse rock so as to face S.E., depth 32.808'to 33.46416'. Entrance of the Porto Mediceo: depth 29.5272'. Depth of the outer harbor 19.02864' to 32.808'. Total length of quays for loading and unloading in the Porto Mediceo, Cappellini basin and Firenze basin,9396.2112'; length of railway lines 5889.036'. In the

new inner port the quays have a total length of 5364.1108'; equipped with railway lines. Depth alongside quays 22.9656' to 29.5272'. Porto Mediceo: postal steamers and regular liners for loading and unloading general merchandise and passenger steamers; warships, ships being fitted out; yachts, trawlers, sailing vessels and tugs. Cappellini basin: steamers with cargoes of cereals, phosphates, salt and naphtha; steamers which load marble, general merchandise, sailing vessels. Firenze basin: steamers with cargoes of coal and goods in bulk. Petroleum dockyard: tankers. New Port: ships with cargoes for the industrial establishments of that part. Andana degli Anel: two cranes of 2 tons and one of 5 tons. Calata Sgarallino: one crane of 2 tons and one of 6 tons. Calata Foce: one crane of 6 tons. Calata Deposito Franco: two cranes of 1½ tons. Calata Lucca: one crane of 3½ tons. Calata Orlando: one crane of 30 tons, one of 20 tons and two of 1½ tons. Calata Pisa: four electric traveling cranes for coal of 4 tons. Dry dock: length of sill--453.07848'; length to sea--459.96816'; depth at entrance--19.35672'; width of sill--50.327472'; width at sea--71.52144'. Grain wharves: Stabilimento dei Silos--for discharging, warehousing and eventual treatment of cereals, seeds, vegetables and affinities. Capacity 12,000 tons (546,333.30198 cubic feet). Grain silo. Oil bunkering by pipelines. Coal at Firenze basin.

Mooring and unmorring.

Movements of shipping, where not charged against the vessel, must be effected only by the mooring authorities and not by the vessel's own crew.

Pilotage. Towage.

Licata (Sicily). Two jetties and a breakwater. Depth at entrance 20.6'; at berth (east mole) 20'; at breakwater about 20' to 21'; outside breakwater 28' to 38'. Entrance

between east mole and east point of break water. Largest vessel which has entered port at any time: about 5,000 tons registered. Always advisable to have pilot on board. Railways: all the Sicilian railways connect with the harbor for traffic. Illumination. Loading and discharge by lighters: quay under construction. Repair works for ships not exceeding 70 tons net.

Pilotage.

Marina di Carrara. Vessels anchor in roadstead outside port. Depth at entrance 21'; at jetties 15' to 17'. On jetties, two electric cranes of 25 tons, two of 20 tons, one of 5 tons. Winches (for steamers moored to jetty); steam winches (for steamers moored in roadstead).

Marsala. A large and spacious harbor. Depth at entrance about 19.6848'; at quays 13.1232' to 16.404'. Loading and discharging by one 1-ton crane.

Pilotage.

Mazara del Vallo (Sicily). Large vessels anchor in 10 fathoms.

Messina. Deep water throughout harbor; large vessels can load and unload close to quays. Width of entrance 500 yards. Depth at quays 25' to 30'. This port is most secure and commodious. Floating cranes, five electric shore cranes. Dry dock: 342' long, 71' wide at entrance, with 25'11" on sill at high water ordinary spring tides. Three 500-ton coal lighters.

Pilotage.

Milazzo (Sicily). Vessels drawing 20' can enter harbor. Important coaling station. Steamers supplied alongside quays and in the bay.

Pilotage.

Molfetta. The port, formed by a mole, is sheltered from all winds except the W. Depth 26.2464' at entrance, being

increased; 16.404' to 22.9656' alongside quay, where vessels can load and discharge by lighters. Hand crane, 3 tons.

Naples. Depth from 65', at the end of the Molo S. Vincenzo, to 23' to 33' in the Bacino del Littorio; from 20', near the Molo del Littorio, to 13' and 10' in the Nuova Calata Piliero (now being deepened for large liners). Diga Rettilinea is extended. New quay for liners: Molo Luigi Razza--depth alongside 35'9", width 227'. Three dry docks: largest 689' long, 96.9' wide, 33.9' deep. Thirty-nine traveling cranes, 1½ to 10 tons; four hand cranes, ½ to 3 tons. All railways connect with harbor. Largest vessel which has entered port at any time: Rex. Fuel and diesel oil obtainable. Coal from hulk by baskets. Four elevators, two belts for grain.

Pilotage. Towage.

Bagnoli (Naples). Steamers generally discharge alongside pier. Maximum depth of water about 20' at pier head. Exposed to most winds. Island of Nisida gives a certain amount of shelter from S. winds.

Palermo. North basin: depth of water 24' to 59'; at quays, 19' to 40'. South basin: depth of water 24.6' to 36'; at south mole (used as quay) 23'. An additional quay between N. and S. basins nearly completed. Nearly all general cargo now discharged on to and loaded from quays. Depth of water 29'. There is a floating steam crane to lift 25 tons; a floating steam grab used for discharging coal. Ships load or discharge from or into craft or on to quays, both methods being used at the same time, and using ships' own means and shore labor. The floating crane is used only for heavy goods, such as machinery, boilers, etc. Shipbuilding yard, with five slips. Vessels up to 12,000 gross registered tonnage have been built. The yard also has a dry dock--563' by 27' by 104' top, 82' bottom.

Vessels of 562' overall can be docked. Extensive repair shops. A patent slip, now out of commission.

Shoring. Illumination. Pilotage, Towage.

Pesaro. Vessels of 6' dft. anchor inside entrance between two jetties; vessels of larger dft. in 5 to 6 fathoms in fine weather. Depth at entrance 8' low water; at quays 9'.

Pola. Fine harbor. Depth at bar 121.3896'; at entrance to commercial harbor 78.7392'; at quays 10' to 25'; at Molo Fiume 21'; at Molo S. Tomasso 20'. Vessels of 18' dft. can moor to the town quays. Merchant vessels, except those with a cargo for the Navy, must take anchorage in the mercantile portion N.E. of islet Olivi. Five floating docks; two dry docks for the use of the Italian Navy. Two fixed, 5 floating docks, lifting capacity up to 25,000 tons. Electric conveyor.

Pilotage.

Porto Empedocle. See Agrigento.

Portoferraio (Elba). Good anchorage in deep water in the bay; 30' at discharging pier. Five cranes for coal cargoes. Another discharging pier 656.16', depth 28'; with three cranes. Private cranes at iron company's wharves. Slip for tugs and lighters. Three lighthouses--one on Stella Fort on W. side of bay, one on Fort Gallo, another on rock Scoletto, at entrance to bay. Red light at Molo Gallo; red light at end of discharging pier.

Porto Longone (Elba). Jetty alongside, to which vessels anchor. Two lights--one at Focardo Fort, S. side of bay; the other at San Giovanni Port.

Porto Torres (Sardinia). Depth at entrance 22.9656' to 26.2464'; 19.6848' in port, old and new. One 3-ton crane and one 10-ton crane. Harbor being deepened, new quays in course of construction. All Sardinia railways connect with the harbor by Sassari-Porto Torres Railway.

Pilotage.

Pozzuoli. Good, well sheltered, anchorage in 5 to 8 fathoms. Light on mole. Cargo brought alongside in boats. Depth at pier-head 32'. Water shoaling within port, depth 9' to 15'. Heavy cranes and shears to lift 150 tons.

Pilotage.

Ravenna. Situated about 5 miles from the sea, and is accessible by a canal, the entrance to which is protected by two dams, which project about 3280.8' into the sea. Depth at entrance of port 18' at low tide. Access to the river is easy at any time; its length is 6.3690425 miles, width 130', depth 16.404' throughout; the smallest depth at the entrance is always about 18'. On the quay runs the railway, with wharves and ample accommodation for merchandise in bond; two cranes of 4 and 10 tons, respectively; grill for middle-size vessels. New quay at Vito Almagia company sulphur works, 295.272' frontage. Other establishments on the docks are large cylinder mills, chemical manure factory, two engineering shops and foundry. Depth at quays 16'. New wet dock projected, with 15' depth.

Pilotage.

Reggio di Calabria. Harbor area, 18 acres. Depth at entrance 26'; in harbor 19' to 26'. Quay 1,600' long. No cranes.

Pilotage.

Rio Marina (Elba). Roadstead open to winds. Good anchorage for steamers in 18 fathoms.

Rome. The port comprises the canalized Tiber, from Fiumicino to Rome. Distance, sea to Rome, 21.74795 miles; average width of channel 328.08'; minimum depth at mouth of river 8.202'; at quay at Fiumicino 9.8424', in dry season 6.5616'. At port of Rome (S. Paolo) two quays (246.06' apart) each 820.2' long. S. Paolo: four electric cranes of 3306.9 lb. lifting

capacity, one of 11023 lb. General warehouses, with two cranes of 4,409.2 lb. lifting capacity, and a water tank of 1,765.669 cubic feet capacity.

Pilotage. Obligatory offices at Rome and Fiumicino.

Salerno. Depth at entrance 24'; 13' to 26' inside the harbor. The harbor is formed by a mole from land running N. and S., and a wing-mole at right angles. Land crane. Small vessels moor alongside, large moor stern on and load or discharge by lighters. Breakwater shelters the harbor from all winds except S.E.

Pilotage.

San Remo. Depth at entrance 20'. Two quays, 131.232' and 75.4584' long, with 21' water.

San Sabba. See Trieste.

Santa Venere (Calabria). Port of refuge near Pizzo, formed by a mole of some 1,840' long. Good holding ground of sand and rock. Depth for vessels drawing 25'.

Savona. Inner harbor for coal, cotton, etc.; old harbor for coal, cotton, grain, and general. Depth alongside about 30'. Vessels discharge directly on to quays, also into lighters. Ten electric transporters, capable of lifting 3 to 4 tons each, and to unload about 90 to 100 tons per hour each; six cranes, 2 to 3 tons, for discharging coal and bulk cargoes; six new electric cranes for handling general cargoes have been erected on quays adjoining warehouses. A pier, on which four electric transporters are erected for discharge of coal from steamers, is connected with an overhead wire railway for carriage of coal to S. Giuseppe, 10.56329 mi. distant. The line of the wire railway has recently been doubled and is now capable of carrying about 8,000 tons in 24 hours. Only one steamer can unload at the pier at one time,

but a vessel up to 7,000 to 8,000 tons is usually unloaded in one day. Oil tanks and jetties at Vado Ligure, also at Zinola and Legino, between Savona and Vado Ligure, where all petroleum and benzine are unloaded, as only fuel oil can be discharged in port at Savona.

Pilotage. Towage.

Servola. See Trieste.

Spezia. See La Spezia.

Syracuse. Fine harbor, well protected. Depth of entrance 82.02' to 98.424'; at quays or berth 26.2464' to 27.8868'. Wharf for discharging coal and bunkering. Two 5-ton cranes. Prevailing wind S.W. Rise of tide about 2'. Largest vessels which have entered port at any time: S.S. Rotterdam (24,149 tons); the largest vessels of Italian Navy and British Mediterranean Fleet. State railway. Loading and discharging, by agreement with Dock Federation.

Pilotage.

Taranto. Depth at entrance 26½'; at quays 26½'. Royal dockyard. Dry dock, 656' by 100' by 32'1". It can be used as one or two docks, and is available for merchant ships when not required for naval purposes. Another dock--820' by 133'9" by 39'4". Four floating docks. Slipway, 5 fathoms water close to town; 22' in commercial port. Vessels drawing 30' or more can enter Mare Piccolo.

Pilotage.

Terranova Pausania (Sardinia). A fiord full of sandbanks. Main channel marked with buoys. Mean dft. from 18'. Depth at entrance channel 22½'; maximum depth E. of Bianca Island 29½'.

Torre Annunziata. Entrance between two moles. Vessels of 25' dft. can safely enter, but difficult in severe S. winds. Crane to lift 7 tons on head of N. mole. Wheat elevators.

Pilotage.

Trapani. Depth at entrance 30'; quay, 24'. Good anchorage in the roads. Accommodation for repairing ships; one 1-ton crane; steamers 6,000 tons can load inside. Good supply of water. Loading rate for salt--400 tons per day; unloading rate for coal--450 or 500 tons per day.

Pilotage. No charge, but necessary for first visit.

Trieste. Two ports: the new port, "Porto Emanuele Filiberto Duca d'Aosta", has accommodation for a considerable number of vessels of any size, with 25' to 30' water along piers, and is fitted with electric cranes. The old port, "Porto Vittorio Emanuele III", commonly called "Porto Franco", is more frequented by ships than the new one, and has hydraulic cranes. Goods have to pay duty if not deposited in the bonded warehouses. Two graving docks belonging to the Lloyd Triestino (only available when not required for own ships): No. 1--length 456', on bottom 450', breadth at entrance 73', height of sill 2'2", depth on sill (high water ordinary spring tides) 19'; No. 2--length 363', on bottom 360', breadth at entrance 67', height of sill 2'6" aft, 4'6" forward. Graving dock at the Cantiere San Rocco: length 414',on bottom 394'; breadth at entrance 70'; height of sill 4' forward, 6' aft; depth on sill (mean high water in spring) 25'6". Patent slipway at S. Rocco: length 200', lifting capacity 450 tons. Tides not more than 3', spring tides in early spring. Private wharf belonging to iron works at Servola. Ships having cargo for works discharge or load alongside. Prevailing wind during the winter the bora (N.E.), blows at times with much violence and occasionally prevents vessels entering or leaving the port. Near Trieste, in Muggia Bay, is the small harbor of San Sabba, which technically forms part of the port of Trieste, though some

five miles away. Ships bringing fuel oil discharge here alongside quay where there is plenty of water. Italian State Railway connections with all parts of Italy, Germany, Hungary, Yugoslavia and central Europe generally.

Pilotage, if desired, is performed by private seafaring men who offer their services, without responsibility, on approach of ships. No charge.

The harbor authorities have a powerful tug with pumps, etc., available in case of peril or for salvage purposes. There is also a private salvage company.

Towage: by agreement, no tariff.

Venice. Depth at entrance: Lido, 36'; Alberoni, 34' mean. Depth at quays, old port, 26' to 33'; Marghera, 25' to 33' mean. Vessels drawing 27' at the lowest tide and 30' at the highest tide can reach Venice from Alberoni and vessels drawing 24' at the lowest tide and 27' at the highest tide can enter the port from Lido. The ship-canal from Alberoni to the Maritime Station is 13.04877 miles long, comprising the breakwaters of 2.174795 miles; Lido ship-canal 8.823454 miles long, comprising the breakwaters of 3.044713 miles. A channel from Maritime Station leads to the new Industrial Port of Bottenighi, which is 3.603946 miles long, with a maximum depth of 28'. Three dry docks in the R. Arsenal, available also for merchant vessels. (1) length 528.2088', width 82.02', depth 29.5272'; (2) length 298.5528', width 59.0544', depth 19.6848'; (3) length 820.2', width 121.3896', depth 39.3696'. Engineering workshops for all kinds of repair work. Cranes to 30 tons. Extensive new grain warehouses. Very good potable water, with water pipes, at Maritime Station. Fuel oil supplied.

Pilotage.

b. Shipbuilding. At:

Ancona

Fiume

Genoa (Calata Gadda
(Calata Boccardo
(Sestri Ponente
(Voltri

La Spezia (Muggiano)

Leghorn

Legnano

Lussinpiccolo

Monfalcone

Naples

Palermo

Pietra Ligure

Pola

Riva Trigoso

Sampierdarena

San Marco

San Rocco

Taranto

Trieste

Venice

Venice (Mestre)

c. Shiprepairing. At:

Fiume. Cantieri Navali del Quarnaro: one steel floating dock, 309'.

Leghorn. Odero-Terni-Orlando S.A.: one dry dock, 462'; two patent slipways, each 280'.

Licata (Sicily). Lorenzo Bonsignore: one slipway, 76'.

Felice Scribbellito: one slipway, 180'.

Naples. Società Anonima Bacini e Scali Napoletani: two dry docks, 689' and 390'; one patent slipway, 492'.

Palermo. Cantieri Navali Riuniti: one dry dock, 563'.

Pola. Cantiere Navale Scoglio Olivi: two dry docks, 453' and 402'; one steel floating dock, 311'.

Trieste. Cantieri Riuniti dell'Adriatico: one dry dock, 414'; one patent slipway, 200'.

Arsenale del Lloyd Triestino: two dry docks, 456' and 360'.

Trieste (Monfalcone). Cantieri Riuniti dell'Adriatico: one self-docking pontoon dock (steel), 541'; one steel floating dock, 229'; one composite floating dock, 172'.

37. Commercial aviation.

a. Air lines in 1939. There were in operation 51 Italian civil air lines, domestic and international, including Albanian and Italian East Africa lines and a few lines which appeared to be in operation between non-Italian points.

b. Wartime commercial service. Service was almost entirely discontinued when Italy entered the war. Commercial planes have been requisitioned for war purposes. Service between Rome and Buenos Aires via Rio de Janeiro was recently discontinued.

The following routes may be in operation with some semblance of regularity:

Milan--Venice--Zagreb--Budapest (thrice weekly)

Rome--Brindisi--Athens

Rome--Tirana--Salonika--Sofia--Bucharest (thrice weekly)

Rome--Trapani--Tunis

Rome--Tunis--Algiers

Rome--Venice--Munich--Berlin

Tunis--Trapani--Tunis

c. Commercial planes. Shortly before Italy entered the war, there were about 110 landplanes and 40 seaplanes in commercial aviation. These were owned by private companies, but operated almost entirely by the Italian Air Ministry.

d. Airports. Recent information:

Location	Details
Alghero	
Ancona Also seaplane station.	
Bracciano Seaplane station on Lake Bracciano. Altitude 537'. Air Force Station 3 miles S.W.	Moorings.
Bresso	Field about 4500' x 3600'. Breda plane factory located in field. Factory divides field into two equal sections--military and civil.
Brindisi Airport. 2 miles N. of city. Altitude 23'. Dimensions 700 x 630 yards.	Runway N/S 500 yards. Hangars. Complete night facilities. Radio. Wavelength 900 m.
Seaplane station 1½ miles N.E. of city. Naval Station just south.	Hangars and moorings.
Cagliari (Monserrato) 6 miles N.E. of town.	Dimensions 2952.72' x 1640.4'. No hangar. No lighting.
Seaplane station also.	
Catania Ignazio Lanza Airport. S.E. of town.	Dimensions 3936.96' x 2624.64' x 1312.32'. Military Field. Runways good. Hangars.
Falconara	
Fiume	

Location	Details
Genoa	Field (probably small) was being built in mountainous country.
Also seaplane station.	
Loreto Lingi Olivi. 1 mile N. of town.	Dimensions 2296.56' x 1312.32' x 721.776'. Small hangar.
Marina di Pisa See Pisa.	
Milan(Linate) Forlanini Airfield at Linate. Two miles E. of city, amidst open and level farmland. Altitude 358'.	Dimensions 2400 x 1300 yards. Gravel-surfaced take-off strip into prevailing wind was to be replaced by an asphalt surface. Runway: 600 yards. New runways were to have been built. Passenger station and airport administration in two separate buildings. Airway station asymmetrical, L-shaped. Constructed of reinforced concrete faced with plaster. Windows of principal rooms double-glazed. No provision in layout for station expansion to care for increased traffic. Rain, much fog. In winter, planes should not take off or land except from the runway. Full night facilities. Steel hangar. Has unobstructed plane-storage area. Has two openings, 459' by 41', which are closed by horizontal-sliding electrically-operated doors. There is a separate workshop building southeast of the hangar. Radio.Wavelength 900 m.
Linate seaplane basin	An artificial lake (fed by a neighboring stream), length probably not less than 3,900', width at its narrowest 450', depth 9'. Not parallel to runway. Railroad yard at one end

	of basin. Shallow. Not oriented into prevailing winds for seaplane take-offs. Could probably be used by sport plane. Hardly ever used. Good guide for night landings on field.
Taliedo - the old Milan airfield. Is half a mile N.E. of the Linate field.	Caproni plant located in center. Factory chimneys here and near field.
Naples Capodichino Airport 1 mile N.N.E. of city. Altitude 294'. Surrounding hills over 3.1 miles away.	Dimensions 1250 x 1250 yards. Approach good. Field: grass covered dirt with pumice-stone base. No fog, no prevailing winds. Year-round field. Always usable after heavy rains. All facilities. Hangars. Possibly some military hangers. Radio. Wavelength 900 m. Best airport in Italy.
Seaplane station.	
Palermo (Boccadifalco) Airport. Two miles W. of city. Altitude 315'.	Dimensions 700 x 700 yards. Hangars and complete night facilities. Radio. Wavelength 900 m.
Seaplane station.	
Pisa San Giusto Airport. Two miles S.S.W. of city. Altitude 7'.	Dimensions 1000 x 7000 yards. Hangars. No night facilities. Military and civil customs. Radio (military).
Marina di Pisa Seaplane station.	
Pola	
Pomigliano d'Arco	An airfield was reported to be in the course of construction at Pomigliano d'Arco (May, 1941). It was said that it would be the largest in Italy.

Rome Guidonia Airport.	Large.
Littorio Airport. Four miles N. of city. Altitude 54'. Lies amidst low hills of rounded contour within a bend of the Tiber. 500' elevation N. of field.	Dimensions 1531 x 1400 yards. Landing-area is level, sod-surfaced. Landing-area is encircled by hard-surfaced automobile race track steeply banked above airport level of western margin of field. Electrically operated railway borders eastern airport boundary. Hangar. Double-deck concrete and steel, accommodating planes on two levels. Upper level, above reach of Tiber in flood, used to store larger planes. Two levels said to have capacity of 100 to 150 planes. Access from field to upper level by concrete ramp of 12 percent grade, 80' wide, about 250' long. Littorio is frequently flooded because of rain or river's overflowing. Airport suffers from fogs. Prevailing wind N.W.N. Buildings too close to the longest airport dimension into prevailing winds. Full night facilities. Radio (2 stations). Wavelength: 900 m. 983 m.
Landing-place for seaplanes consists of two reaches of the Tiber marking the N. and S.W. boundaries of the field.	
Lido di Roma Seaplane station. At mouth of Tiber.	Hangars and moorings.
Magliana Airport	Building of this well under way when war declared.
San Pietro di Bergamo 35 miles E.N.E. of Linate	Caproni aircraft factory located here.
Syracuse Also seaplane station.	Small field.

Terni	No more than emergency landing field.
Trieste	
Turin 4.34959 miles S.W. of city.	Dimensions 1300 x 900 yards. Hangars. Full night facilities.
Udine (Campoformido)	Dimensions 1040 x 400 yards. Hangar. Minor repairs. Flares only.
Venice San Niccolo del Lido. Combined military and commercial field on a sand bar. 1½ miles E. of city. Altitude 16'.	Dimensions 750 x 500 yards. Field narrow, turf-surfaced, almost completely surrounded by flight obstructions. Landing area cramped. Airway station unsymmetric, flat-roofed, 208' x 40', with cubic contents of about 230,000 cubic feet. Exterior walls of light-gray rough-textured plaster, dark-red brick trim. New metal hangar for commercial planes adjacent to station: about 180' x 160'. Single hangar opening about 180' x 32'. There are also older hangars. No night facilities except flares. No radio.
Seaplane landing also.	
Verona Five miles N.W. of city.	Dimensions 1100 x 230 yards. Hangars. Minor repairs. Flares only.
Zara Seaplane station also.	

Seaplane stations. At: Augusta; Ostia.

In September, 1941, Foggia (airport) and Marsala (seaplane station), were declared Customs Airports, but no details are available.

38. Commerce.

Italy's foreign trade during the last several decades was characterized by a large and continuing excess of imports over exports. Italy's imports were mainly raw materials and semi-finished products for industry. The textile industry was the chief source of exports. Food products--next in importance--were represented by fresh fruits, nuts, wines, cheese, preserved tomatoes, rice, olive oil.

Italy today is cut off almost completely from sea-borne trade. Continental markets, accessible by land, have therefore become very important. Italy's external commercial life, intended to make up her deficiencies, is dependent on Germany and German-occupied countries.

There is a scarcity of detail on Italy's foreign trade today. During the winter and spring 1941-1942, there have been negotiations with Germany, Bulgaria, Croatia, Denmark, Hungary, Slovakia, Sweden, Switzerland, and Turkey. Recent activities have been confined to the seasonal adjustment of import and export quota schedules. New Italo-German agreements were signed in March, 1942. A new commercial agreement was concluded with Denmark in January, 1942. A commercial agreement with Turkey was concluded in 1942.

The following are probably exchanged between Italy and Germany with reasonable regularity:

Germany exports to Italy:

Coal

Chemicals

Iron and steel

Lumber

Industrial machinery

Scientific instruments

Germany imports from Italy:

Food--fruits, vegetables, rice, potatoes

Raw materials--bauxite

Synthetic fibers

Hemp

Silk

Mercury

Sulphur

39. Communications.

a. Postal services. As of June 30, 1940, Italy had 11,499 post offices and postal agencies.

b. Telegraph. As of June 30, 1940, the total length of Italian land telegraph lines--aerial, underground, and tunnel--was 41,565.30341 miles. The total length of State submarine telegraph cables was 4,785.17037 miles.

Just before the war, telegraphic communication was maintained by the peninsula with the islands of Corfu, Malta, Sicily, Sardinia, and Corsica, and with Yugoslavia, Albania, Greece, Turkey, North Africa, Spain, France, England, the United States, and South America. The Sardinia cable connected Marinella with the peninsula at Ansedonia.

As of June 30, 1940, Italy had 9,059 telegraph offices. Most of them are in the northern provinces.

Teletype. Government offices have teletype. Italian railways have been installing teleprinter machines of the Morkrum-Kleinschmidt type.

Radiotelegraph.

(1) As of June 30, 1940, Italy had 16 national coastal marine radiotelegraph stations.

(2) The Coltano radio station can maintain wireless connection with vessels throughout the world by means of short wave and with vessels in the Mediterranean Sea by medium-wave apparatus.

(3) There is reported to be a wireless system between railway headquarters at Rome and the various regional headquarters.

(4) On radio at airports, see par. 37, d; on broadcasting, see below, e.

Normally Italy imported a substantial amount of telegraph equipment from Germany and Sweden.

c. Telephone service: as of June 30, 1940 (unless otherwise indicated).

(1) Lines (State and private).

(a) Interurban telephone service.

(1) International lines
Number: 148
Length of circuits: 16927.98291 miles

(2) Interurban lines
Number: 6897
Of these State: 857
Length of circuits (miles): 263,966.05381
Of these State (miles): 144,610.81873

(3) Offices of lines: 2,240

(4) Italian telephones connect with almost every part of Italy and many European capitals. The Sardinia cable connecting Marinella with the mainland at Ansedonia was also equipped to transmit telephonic messages. Most international and interurban telephone circuits are encased in underground cables.

(b) Urban telephone service.

(1) Networks: 1,005

(2) Apparatus in service: 695,253
Per 1000 inhabitants (based on resident, or "legal", population estimated as of the middle of the year): 15.5

Of apparatus in service:
Subscribers: 479,144
Public telephone stations: 16,527

(3) Automatic centrals:
Number: 857
Subscribers linked: 424,965

(2) Geographic distribution of telephone service.

(a) Number of communes in each compartimento provided with telephone service (as of December 31, 1940):

Compartimenti	Number of communes in compartimento	Number of communes provided with telephone service
Abbruzzi e Molise	423	277
Calabrie	395	202
Campania	476	263
Emilia	337	326
Lazio	352	223
Liguria	219	154
Lombardy	1389	1298
Lucania	123	47
Marche	230	209
Piedmont	1066	845
Puglie	244	178
Sardinia	275	80
Sicily	353	217
Tuscany	276	234
Umbria	88	88
Veneto	740	643
Venezia Giulia e Zara	129	108
Venezia Tridentian	219	183

(b) Subscribers-urban networks. See also above, c (1) (b), (2)and (3).

Communes served by:	Number of subscribers
Società Interregionale Piemontese e Lombarda (S.T.I.P.E.L.)	
Alessandria	1666
Bergamo	3261
Biella	2168
Brescia	2917
Busto Arsizio	1381
Como	2846
Cremona	1244
Mantua	1263
Milan	83893
Monza	1952
Novara	1819
Pavia	1551
Turin	34261
Varese	2235
Società Telefonica delle Venezie (TELVE)	
Bolzano	1823
Fiume	1809
Padua	3769
Trieste	8980
Udine	1697
Venice	6342
Verona	3264
Vicenza	1747
Società Telefonica Italia Media Orientale (T.I.M.O.)	
Ancona	2605
Bologna	11571
Ferrara	2326
Modena	2447
Parma	2432
Perugia	1913

Piacenza	1318
Reggio nell'Emilia	1487
Società Telefonica Tirrena (TETI)	
Apuania (probably served by TETI)	871
Cagliari	1976
Florence	15572
Genoa	26316
La Spezia	2354
Leghorn (Livorno)	3181
Livorno See Leghorn.	
Lucca	1254
Pisa	1612
Rome	88615
Savona	1430
Società Esercizi Telefonici (S.E.T.)	
Bari	3055
Catania	5105
Messina	2905
Naples	24512
Palermo	8422
Reggio di Calabria	1051
Salerno	1344
Taranto	1191

(3) Italy regularly imported a substantial amount of telephonic equipment from Germany and Sweden.

d. Telegraphs and telephones: new developments. In 1938, the Italian press announced plans for a submarine telegraph and telephone cable to link Caltanissetta (Sicily) and Tripoli (Libya). The longest link was to be from the island of Lampedusa to Tripoli.

In 1939, the Italian Government provided for the laying of a submarine telegraph between Brindisi and Durazzo (Albania). Construction was to include an underground telephone cable between Brindi si

Brindisi and Bari, with branches to Taranto; and overhead telephone wires in Albania, between Durazzo and Tirana.

e. Radio broadcasting. Italian radio (broadcasting) is Government owned and operated.

(1) Broadcasting stations: as of December 31, 1939:

	Transmitter	Wave length m.	Power (antenna) kw.	Frequency kc.
Medium wave	Ancona	221.1	1	1357
	Bari (I	283.3	20	1059
	Bari (II	221.1	1	1357
	Bologna	304.3	50	986
	Bolzano	559.7	10	536
	Catania	531.0	3	565
	Florence (I	491.8	20	610
	Florence (II	238.5	1	1258
	Genoa (I	263.2	10	1140
	Genoa (II	221.1	5	1357
	Milan (I	368.6	50	814
	Milan (II	221.1	4	1357
	Milan (III	209.9	1	1429
	Naples (I	230.2	10	1303
	Naples (II	209.9	1	1429
	Padua	222.6	0.25	1348
	Palermo	531.0	3	565
	Rome (I	420.8	100	713
	Rome (II	245.5	60	1222
	Rome (III	221.1	1	1357
	San Remo	222.6	5	1348
	Turin (I	263.2	30	1140
	Turin (II	221.1	5	1357
	Turin (III	209.9	5	1429
	Trieste	263.2	10	1140

	Transmitter	Wave length m.	Power (antenna) kw.	Frequency kc.
	Venice	201.1	5	1492
	Verona	209.9	0.25	1429
Short wave	Rome 2 Ro 3	31.15	100	9630
	Rome 2 Ro 4	25.40	100	11810
	Rome 2 Ro 6	19.61	50	15300
	Rome 2 Ro 8	16.84	50	17820
	Rome 2 Ro 16	13.95	50	21510
	Rome 2 Ro 9	31.02	20	9670
	Rome 2 Ro 15	25.51	20	11760
	Rome 2 Ro 12	19.87	5	15100
	Rome 2 Ro 14	19.70	1	15230
Ultra-short wave	Rome M. Mario	(6.90	0.5	43500
		(7.40	2.0	40540
	Milan T. Littoria	7.14	0.25	42000

(2) Subscribers: number.

(a) By compartimenti:

Compartimenti	December 31, 1939	December 31, 1940
Abbruzzi e Molise	15915	18471
Calabrie	16171	19172
Campania	76102	89688
Emilia	82774	98145
Lazio	113993	137171
Liguria	73273	84532
Lombardy	228557	267728
Lucania	4466	4928
Marche	19030	23083
Piedmont	146035	169787
Puglie	40415	47966
Sardinia	14309	17193

Compartimenti	December 31, 1939	December 31, 1940
Sicily	56915	68792
Tuscany	79753	94210
Umbria	12763	15958
Veneto	80153	94102
Venezia G. e Zara	43089	47422
Venezia Tridentina	20432	22661

(b) By communes:

Communes	December 31, 1939	December 31,1940
Ancona	4384	5158
Bari	9713	11488
Bologna	22014	25421
Bolzano	4734	4986
Catania	7751	10193
Florence	25132	28714
Genoa	44585	51473
L'Aquila	--	1517
Milan	122372	140315
Naples	42567	48729
Padua	8145	--
Palermo	16538	19219
Rome	92954	111726
San Remo	2643	--
Turin	72964	81317
Trieste	22581	24129
Venice	17381	19330
Verona	6613	8338

(3) New construction. According to recent reports: (a) a new 50-kw. multiple wave transmitter will be built in central Italy: (b) plants are being constructed at Coltano and Zara; (c) there is a plan for the distribution of waves among medium-wave stations, making possible the reception of two distinct programs

in larger areas now receiving only a single program.

f. Television.

In 1940, the Government was considering a television transmitting system between Rome and Milan, capable of projecting 441 lines of analysis or 25 pictures.

40. Finance.

The standard coin is the lira, of 100 centesimi. The lira contains .04677 grams of fine gold (provisional parity subject to change).

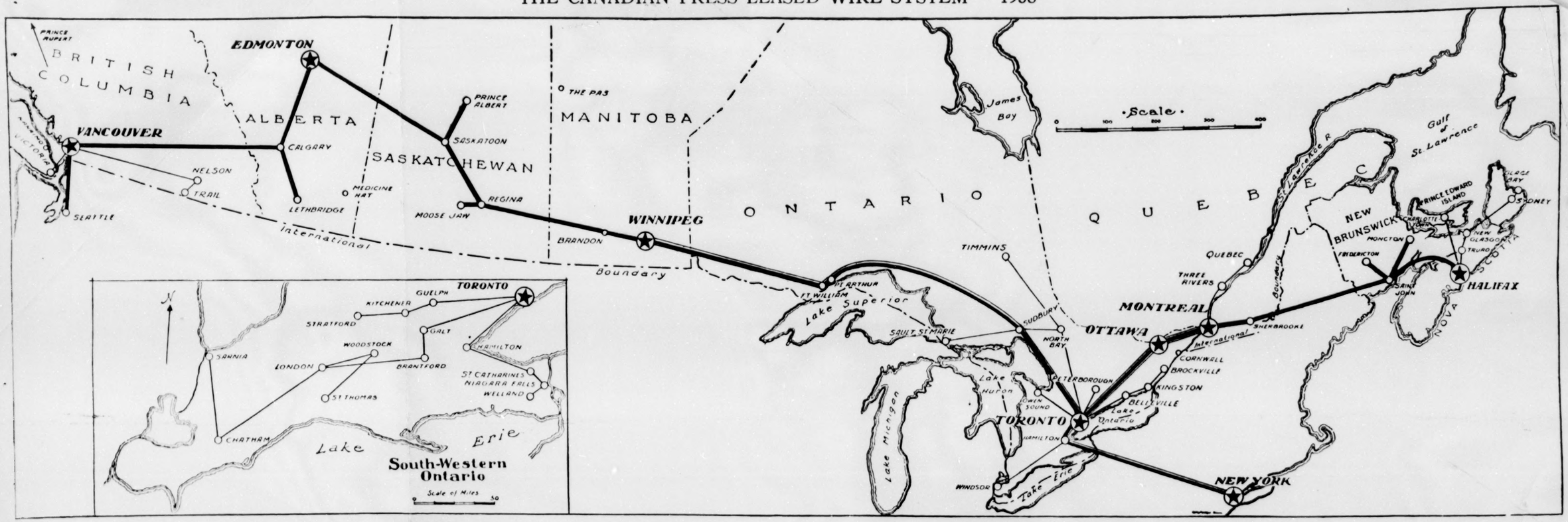
As of June, 1941, the lira was worth $ .0526.

Currency. There are 100-lire and 50-lire gold pieces.

There are in circulation State notes of 10 lire and 5 lire; Bank notes of 1,000, 500, 100, and 50 lire. These are not convertible into gold or foreign monies; they are not exportable abroad; they are not importable from abroad into Italy (except certain specified small amounts).

Small change exists in the form of paper currency of ten, five, two and one lire and coins of alloy of less than one lira.

THE CANADIAN PRESS LEASED WIRE SYSTEM — 1938



LEGEND—

Triple Trunk	═══
Double Trunk	═══
Single Trunk	───
Bureaux	★
Leased Wire Members	○
Pony Members	○

Triple Trunk Mileage	1,125
Double Trunk Mileage	3,346
Single Trunk Mileage	5,484
Special, Sport, and Financial	843
Total Mileage	10,798

Membership of the Canadian Press—

Evening Papers	72
Morning Papers	19
Total Papers	91

Line Engraving, Courtesy The Canadian Press, *Toronto.*